



VOL. VIII. NO. 36.

CLEVELAND, O., SEPTEMBER 9, 1886.

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AROUND THE LAKES.

CLEVELAND.

The beautiful sloop yacht Alice Enright of Toledo won in the regatta at Erie yesterday.

The Globe Iron Works Company will build the engines and boilers for Moore & Bartow's two new ones.

Wm. H. Radcliffe, shipbuilder, who with his wife, has been enjoying a visit with relations in Kentucky, returned to the city last Friday.

Orders have been placed with the mills here and at the North Chicago mill by a northwestern road for 70,000 tons of steel rails to be shipped by lake to Duluth.

Captain James Millen, of Detroit, who was in this city Friday, purchased the schooner Daniel E. Bailey, of the John Spry Lumber Company. The consideration is \$22,000.

While freights are not quite as strong as during the earlier days of the week the market is firm and will continue so to the end. Schooners Joseph Paige and Reid Case were chartered for ore Escanaba to Ohio ports at \$1.60. Other transactions yesterday were not made public.

Mr. J. C. Gilchrist and others of this port, have purchased the schooner H. D. Alverson from Dunford & Alverson, of Port Huron, for \$33,000. The Alverson is almost a new ship, being launched last year. She is in tow of the propeller Australasia and will continue to go behind the latter ship the remainder of the season.

In emulation of some of the high jumps, recently reported from Brooklyn, a sailor on board the propeller Oscoda, last week accepted a wager of \$1.50 to jump from the viaduct, eighty feet above the water. He made the jump, went to the bottom of the river, about fourteen feet, and soon appeared, entirely unharmed.

James Monkman, engineer of the tug Doan, died on Monday. The tugs of the line all draped in mourning. The funeral took place Tuesday, the tug men attending in a body. Joseph Todd, Joseph Dewhirst, George Stevens, Charles Hendrickson, Michael Flannigan and Edward Donaldson acted as pall bearers.

Messrs. Quayle's Sons, in order that they may push forward the large amount of work under contract, have leased ground for a large yard opposite the blast furnace. They now have two steamers under contract for Messrs. Moore & Bartow and a schooner for the Wilson Transit line, the latter being well under way.

Mr. Quelos, who has been living in Painesville for a number of years, has returned to the city and is now at Presley & Company's yard superintending the construction of the steamer for Messrs. Palmer & Johnson. The Republic line of boats built at Mr. Presley's yard are the last ones Mr. Quelos worked on.

Captain George Berriman and others, of this city, have placed a contract with Wm. Radcliffe for a steamer, to be completed next April. The new boat will be 240 feet keel, 39 feet beam, 21 feet depth of hold. Mr. Radcliffe has an enviable reputation as a shipbuilder and those whom he builds for always get the worth of their money.

The schooner David Vance is getting her topsides recalced at the Globe drydock. The yacht Twilight was in drydock to have a seacock put in; the schooner Columbian to have her bottom recalced; schooners John Magee and Richard Winslow to have bottoms recalced; the tug Tom Maytham to have shoe and rudder fixed, bottom overhauled some calking, carpenter work and painting. The schooner Uranus goes in to-day to have her bottom overhauled and centerboard box plugged, after which the steamer H. B. Tuttle will go in to have her stern bearings fixed.

In the reports concerning the fire on the J. S. Fay last week the papers done injustice to H. F. Holmes, mate, in saying that there was no one on board, when the truth is that

almost the entire crew was on board, one watchman being on duty and the other below. The firemen was in his berth at the time of the fire and but for the exertions of Mate H. F. Holmes, who fought his way through the fire in time to pull him out, he might have lost his life. The tug James Amadeus deserve credit for taking a schooner out of danger and getting the first water on the fire.

CHICAGO.

Special to the Marine Record.

Grain freights are firm at 5 1/4 cents on wheat and 5 cents on corn to Buffalo.

Lumber freights have gone up one shilling.

The schooner Eagle Wing, Captain J. L. Gallien, was chartered Monday to carry 17,000 bushels of corn to Sarnia at 3 1/2 cents, this is the best charter made to that port for many years.

The splendid new steambarge W. R. Stafford, Captain H. McKenzie arrived here Monday morning at 5 a. m., her first appearance at this port. She was recently launched from Frank Wheeler's shipyard at Bay City and reflects great credit upon him, as she is one of the best looking and most elaborately finished barges that ever entered this port. Her cabins and engine room are highly finished in cherry and walnut and are exceedingly well furnished. She is 204 feet over all 34 feet beam 13 feet 6 inches depth of hold, a single decker and carries three lofty masts. Her engine, a stepple compound, 24x46 and 48 was built by the Frontier Iron Works, Detroit, and her boiler, 12 feet 6 inches long, 12 feet diameter, of 3/4 inch steel, was built by the Globe Iron Works, Cleveland. Her first trip up the lakes must have been a very profitable one. She arrived at Milwaukee from Buffalo with 1064 tons of coal and her consort the Mears with 1,000 tons of coal on the 3rd inst., discharged their cargoes and arrived at Chicago on the 6th. The Stafford took on 33,000 bushels of corn at a five cent freight and left this port for Buffalo on the night of the day of her arrival.

At Miller Brothers shipyard the schooners Annie Dall, Wanette, Jessie and Jason Parker and the tugs Tom Brown, Parnell and Welcome were in dock and had leaks stopped, the tug Van Schaick had repairs to her wheel, tug Flossie Thielcke some repairs, propeller Waverly for repairs to her stern post, the schooner Norman for calking, the schooner Mars received a new port bow, the schooner Kate Hinchman had her topsides calked.

At the Chicago Drydock Company's yard the schooners C. Harrison, C. A. King, White Cloud and Florence Lester were in for calking; schooners Duncan City and C. O. D. to have leaks stopped; the tug Monitor to have her stern bearing fixed; the steambarge Oswegatchie had her decks calked; schooner Eagle Wing her topsides calked; barge T. J. Bronson a new cathead; tug Black Ball had a line taken out of her wheel; schooner Kate Lyon a new cathead; propeller Cuba some new stanchions and rail; steambarge Colon Campbell some deck calking; barge Newcomb some calking, barge Senator a new jibboom; schooner Maggie Thompson some new stanchions and rail.

The propeller Iron Age, of the Detroit Transportation Company, Captain R. Moore, iron ore laden from Ashland, bound for South Chicago, went on an unknown reef or shoal Tuesday at 12:30 p. m., off Hyde Park, about a mile outside of the stake buoys anchored off there. The tugs Robert Tarrant, Tom Brown and W. H. Wolf went to her assistance from Chicago and the tug Holliday from South Chicago. They pulled on her, but could not release her. There was 18 feet of water under her stern and 18 feet 6 inches under her bow, and she was drawing when she left Ashland only 16 feet of water. A lighter was sent for from South Chicago and about 40 tons of ore were put on her, and Captain Moore had a quantity

of her load moved forward, and at daybreak Wednesday morning she was pulled off by the tugs Tarrant and Holliday and went on to South Chicago. She was not leaking any.

The fine new steambarge J. H. Outhwaite, recently built by W. H. Radcliffe, Cleveland, went up the river at noon Wednesday. This is her first appearance at this port. She is a splendid looking ship, and we hope to see her here often.

The old schooner Pilgrim, which was lying on the bottom of the river, near Davidson street bridge, was taken in tow Tuesday by the tugs Ewing and Miner to remove her out into the lake. She was pulled along by the aid of a lighter until she reached State street bridge when the chains broke and she settled down in the north draw of the bridge, which will compel all vessels going up and down the river to take the south side of the draw. She will be removed as soon as possible.

The seamen's union held a meeting at this port Tuesday evening and raised wages to \$2.50 per day on grain and iron ore vessels, \$2.00 per day on lumber vessels, and on vessels bound to Canadian ports \$2.50 to those ports, and \$2.00 per day returning.

The Penokee, which struck a reef in Georgian Bay, went into drydock at Collinwood for repairs, which amounted to \$288. When the Penokee arrived at Chicago, Collector Seeberger notified Captain Young that he must pay duties on the repairs to this government to the amount of \$139, which was done under protest and an appeal taken to the treasury department. The captain claims that the vessel was forced to make repairs at a foreign port by stress of weather, and consequently is not amenable to the law passed in 1866 for the protection and benefit of American shipbuilders.

The trial trip of A. Booth & Son's new steamer Vernon was a very jolly affair. About two hundred invited guests were present, and a ride of about three hours' duration was given them on Lake Michigan; also a fine lunch, composed of enough and to spare, of Booth's excellent pickled oysters, sandwiches and beer, and an unlimited quantity of champagne and cigars. Vernon Booth, after whom the steamer is named, did the duties of host in excellent style. Toasts were given for the prosperity of the boat and her owner, and builder, and pleasant songs, commemorative of the happy event, were given by a quartet, which was joined in by very many singers on board. The Vernon glanced over the water pleasantly and without any jarring, although she did not attain the rate of speed which was anticipated. She will no doubt make better speed when her machinery gets into thorough working order. She has gone to Lake Superior to take the route of the steamer A. Booth.

WILLIAMS.

FRANKFORT.

Special to the Marine Record.

The steambarge Gratwick with two consorts, arrived, light, from below, and are loading lumber for Tonawanda, after which they will make a few grain and coal trips.

Captain John Mitchell reports that the red and black buoy that was on the 16-foot spot, off the Waughoshance, is gone, and the attention of the lighthouse establishment is called to this important fact. The U. S. steamer Dahlia recently passed that place and should have reported it. Captain Mitchell says it has been gone over three weeks.

The old scow Mr. Vernon, built at South Black river, Michigan, in 1855, is loading lumber for Racine. She is an old settler, still in good condition.

BURMEISTER.

The steambarge N. K. Fairbanks, while passing through the canal, grounded and was run into by her consort, schooner B. F. Bruce. The jibboom of the schooner carried away the steamer's smoke-stack, beside damaging the light upper works of her after cabin.

The steambarge George T. Hope and consort, bound down, stuck in the canal twenty-

four hours, and the steambarge Tacoma, bound up, also stuck, but was soon released.

MILWAUKEE.

Special to the Marine Record.

The launch of the fine steambarge at the Milwaukee Shipyard Company's did not take place on Saturday last. She will be launched on Thursday or Saturday of this week.

At Wolf & Davidson's shipyard the propeller Oceanica had her second rudder made and shipped Friday night, and she left for Buffalo. The schooners Anna O. Hansen and Cascade and the scow Three Bells were in drydock to have leaks stopped and some calking. The work on Wolf & Davidson's new steambarge is being gotten on with rapidly. Her deck frames are nearly all in and the diagonal steel strapping all on the outside, and the outside plank is being put on as fast as possible. We are pleased to mention that Mr. Wolf is recovering nicely from the injury he received while superintending the work on board the new steambarge a short time ago.

Captain James Butler is recovering slowly from the accidental jamming of his instep on the elevator at French's hotel.

Mr. A. E. Banks, president of the Frankfort Lumber Company, who are owners of the wrecking tug Gregory and schooner Anna O. Hansen, was in Milwaukee Saturday looking after the firm's vessel and tug business.

The schooner Thomas Hume, Captain C. Baker, bound from Muskegon to Chicago with lumber and lath, put into this port Saturday morning, leaking badly. She was pumped out and put into Wolf & Davidson's drydock to have leaks stopped.

Captain H. Kramer, owner of the schooners Lake Forest and Granger is very seriously ill at his home in this city.

James Sheriffs, Vulcan Iron Works, has just added to his already complete engine building machinery a fifty-inch lathe, costing \$2,000 and a planer 6 feet wide 5 feet high, 16 feet long, costing \$4,000. He is also getting a 16-inch slotting machine and a 36-inch lathe, 20 feet long. Mr. Sheriffs calculates to have the best machinery for marine work in the country. He will compound the engine of the tug Goodenow by putting on her frame one set of the steambarge Graves cylinders. He is busy casting several large propeller wheels.

James Sheriffs received a letter last week from Captain D. R. McDonald, formerly of the steambarge Jim Sheriffs, from San Diego, California, where he now resides. He is commander of the steamer Coronado. He says it is a boss country out there; that there are no cold winters to contend with; that he is doing well, and that himself, wife and family are all enjoying perfect health. He requests Mr. Sheriffs to contract to build a marine engine 20x22, and boiler 7 feet 6 inches diameter, 14 feet long, surface condenser, and a 7-foot, 10-inch wheel, and all the machinery complete for a tug which a company there, in which Captain McDonald is interested, are about to build to do towing out of that port.

WILLIAMS.

DETROIT.

The Tug Association having advanced the rates for river towing 20 per cent Chicago tug owners, or rather all but one of them, are anxious to make a similar move. From the beginning of the season all of the lines have allowed a discount of 40 per cent from the regular tariff. The discount, it is claimed eats up the entire profits and some of the line managers want to put rates up to 80 per cent of the tariff. The Dunham Towing and Wrecking Company, which is at loggerheads with its competitors, positively refuses to make any charge in rates.

The seaman's union held a meeting Tuesday and resolved to demand \$2.50 per day on grain vessels beginning on the 8th.

The Detroit river tugs have raised their rates. A captain stated Tuesday that the 20 per cent rebate allowed for the past and the present season so far has been thrown off, and full schedule rates are now in force.

The Marine Record.

ENGINEER CORPS, U. S. A.

Following is a list of engineers U. S. A., on the lakes and western rivers and post office address.

BVT. BRIG. GEN. O. M. POE,
No. 34 Congress-st. West, Detroit, Mich.

COL. W. E. MERRILL,
Custom House, Cincinnati, Ohio.

LIEUT. COL. JOHN W. BARLOW,
Chattanooga, Tenn.

MAJOR CHAS. R. SUTER,
1415 Washington ave., St. Louis, Mo.

MAJOR AMOS STICKNEY,
P. O. drawer 99, Louisville, Ky.

MAJOR ALEX. MCKENZIE,
Rock Island, Ill.

MAJOR OSWALD H. ERNST,
Custom House, St. Louis, Mo.

MAJOR A. N. DAMRELL,
Mobile, Ala.

MAJOR CHAS. J. ALLEN,
P. O. box H, St. Paul, Minn.

MAJOR CHAS. W. RAYMOND,
P. O. drawer 432 New Orleans, La.

MAJOR L. COOPER EVERMAN,
No. 89 Euclid ave., Cleveland, Ohio.

MAJOR A. M. MILLER,
Custom House, St. Louis, Mo.

MAJOR THOS. H. HANDBURY,
Chicago, Ill.

CAPT. JAS. C. POST,
Custom House, Cincinnati, Ohio.

CAPT. CHAS. E. L. B. DAVIS,
Milwaukee, Wis.

CAPT. D. W. LOCKWOOD,
Grand Rapids, Mich.

CAPT. E. H. RUFFNER,
512 Vermont-st., Quincy, Ill.

CAPT. C. B. SEARES,
106 Madison-st., Memphis, Tenn.

CAPT. EDWARD MAGUIRE,
Oswego, New York.

CAPT. WM. L. MARSHALL,
P. O. drawer 42, Milwaukee, Wis.

CAPT. CARL F. PALFREY,
Grand Rapids, Mich.

CAPT. ERIC BERGLAND,
P. O. drawer 52 Vicksburg, Miss.

JARVIS PATTEN, Commissioner of Navigation,
Treasury Department, Washington, D. C.

RECORD OF VESSEL PASSAGES.

PASSED DETROIT.

DETROIT, Sept. 2.—Passed up, forenoon—Propeller D. W. Rust and consort, tug Crusader, and schooners H. C. Richards, J. C. Woodruff, Emery, Jessie and schooners Julia Willard, Erie, Stewart, barge Edward Smith and four barges, tug Oswego, schooner Itasca, propeller Nebraska, propeller Progress, Fairbanks and consort, Wm. H. Barnum and schooner Jos. Paige, Hecla and consort, Forest City, consort, and schooner Ishpeming, Mary Pringle and schooners E. G. Benedict, Adventure.

Afternoon—Tug Porter, schooner Golden Fleece, barge City of Montreal, propeller Commodore, propeller D. F. Rose and three barges.

Down, morning—Propeller Iron Chief and consort, Jno. N. Glidden and schooners F. A. Morse, G. H. Warrington, Salina and four barges, tug John Martin and schooner H. W. Sage, Sanilac, Columbia, consort, and schooner Jura, E. B. Hale, schooners Thos. Quayle, Fayette Brown, Waldo Avery, consort, and schooner Eliza Gerlach, tug J. P. Clark and three barges, propeller Onoko, propeller W. L. Frost, Tioga, propeller W. C. Coken and consort, Mackinaw and one barge, J. H. Farwell and consorts, Bessemer and consort, Business and consorts.

Afternoon—Propeller Syracuse, propeller A. A. Turner and three barges, Garden City and five barges, H. S. Hubbell and four barges, Cormorant and consort, Havana and consort, Oscoda, tug Moore, schooners George, F. L. Dantorth, E. P. Beals, Venus.

DETROIT, Sept. 3.—Passed up, morning—Propeller D. W. Powers and four barges, P. H. Birkhead and five barges, D. Leuty and four barges, tug Moore, barge Bruno and schooner Laura, Kalkaska, Manistique, H. C. Schnoor, and one barge, Mineral Rock and three barges, tug Kate Williams and schooners Parana, F. J. King, Walter Oades, propeller Glasgow and three barges, propeller Boston, barge Westford and three barges, propeller Cuba and schooners Donaldson, F. B. Gardner.

Afternoon—Propeller Russia, tug Wilcox and schooners C. C. Barnes, D. S. Austin, C. R. Williams, propeller W. H. Gratwick and consort.

Down, forenoon—Propeller Belle Cross and four barges, Wm. Rudolph and two barges, Clinton and one barge, H. B. Tuttle and schooner S. H. Foster, Jas. H. Prentice and schooners Goshawk and Shawnee, Conistoga and two barges, schooner S. L. Tilley and barges.

Afternoon—Tug Castle and schooner C. Foster, propeller J. H. Devereux, D. M. Wilson and consorts.

DETROIT, Sept. 4.—Passed up, forenoon—Barge Michigan and four barges, propeller Winslow, tug Ballentine and schooners Monterey, Garibaldi and barge Saginaw, propeller Vanderbilt, tug Castle and schooners P. B. Lock, H. G. Cleveland, barge Maine and four barges, Oscoda, tug Park, one barge and schooner Belle Hanscomb, barge Niagara, tug Crusader and schooners Champion, Selkirk, barge City of Concord and consort.

Afternoon—Barge Montague and consort, schooners John Rice, Emeu, barges John B. Lyon and consort, Mackinaw and consort, J. H. Outhwaite and schooners Thomas Gawn, Typo, Nashua and two barges.

Down, forenoon—Barge Clyde, propeller Empire State, tug Kate Williams, propeller Wissahickon, tug Champion and schooners A. B. Norris, L. Hanna, Marengo, James Mowatt, barges Minneapolis and consort, Germania and four barges, propeller Philadelphia, tug Torrent and raft, barge Leland, Afternoon—Tug John Martin.

DETROIT, Sept. 5.—Passed up, morning—Propeller City of Rome and consort, Salina and four barges, tug Champion and schooner James F. Joy, John Martin and schooner H. Bissell, propeller Arabia, Armenia, tug Jas. R. Id, J. H. Clark and two barges, propeller Albany, barge Queen of the West.

Afternoon—Propeller Arizona, Wm. J. Averill, barge Hiawatha, and consort, and

schooner Jas. E. Gilmore, J. E. Wells, Colonial and consort, tug Jessie and schooner J. T. Johnson, A. Ford, Smith and Post.

Forenoon, down—Tug Jessie, propeller Buffalo, tug Castle, propellers Alaska, Portage, barge George L. Colwell and three barges, C. J. Kershaw, City of Mt. Clemens.

Afternoon—Propellers Kalkaska, Benton and barges, Lowell and three barges, tug Anna Dobbins and three barges, steambarge M. Sicken and three barges, Geo. King and four barges.

THROUGH THE SAULT.

SAULT STE. MARIE, Sept. 2.—Forenoon, down—Propeller Alberta, propeller Ste. Marie, steamyacht Peerless, steambarge Clyde, propeller Empire State, tug Niagara, schooners Montmorency, Montcalm, Montgomery, Montblanc, Republic.

Afternoon—Steambarge Chauncey Hurlbut, schooner Senator, C. G. King, tug E. M. Peck, schooners George Sherman, Col. Cook, Hector, steambarge Smith Moore.

Morning, up—Steambarge A. Everett, schooner Sophia Minch, steambarge H. Mills, schooners Yankee, Bahama, Exile, steambarge Colonial, schooner Specular.

Afternoon—Athabasca, Propeller Arctic, steambarge J. W. Westcott, schooners Wm. Brake, Louis O'Neill, tug Constitution, schooner Conquest, tug Tom Dowling, schooners Delaware, Southwest, tug Laura Gibbs, schooner C. H. Johnson, propeller Lehigh.

SAULT STE. MARIE, Sept. 3.—Morning, down—Propeller Peerless, tug Laura Gibbs.

Afternoon—Steambarge Empire, schooners A. H. Moss, Acontias, Josephine, steambarge Fred McBriar, schooner Galatea.

Morning, up—Propellers City of Duluth, Wisconsin, steambarge Jim Sheriffs, schooner Pathfinder, propeller Idaho, steambarge Tacoma, steambarge Wallula, schooners Ellen Spry, M. E. Tremble.

SAULT STE. MARIE, Sept. 4.—Morning, down—Steambarge G. T. Hope, schooner Polynesia, steambarge Keystone, schooners J. G. Masten, Monitor.

Afternoon—Propeller China, steambarge City of Cleveland, schooners Wagstaff and A. Cobb.

Morning, up—Tug E. M. Peck, schooner Eureka, steambarge Forest City, schooners P. H. Brown, Ishpeming, steambarge S. Chamberlain, schooner John Martin, propeller India.

Afternoon—Steambarge Wm. Chisholm, propeller Toledo, steambarge N. K. Fairbanks, schooner B. F. Bruce, steambarge Hecla, schooner Nellie Redington, steambarge Rhoda Emily, schooner Guiding Star.

SAULT STE. MARIE, Sept. 5.—Morning, down—Steambarge Republic, schooners Grace Holland, Jas. Couch.

Afternoon—Propellers St. Louis, Arctic, steambarge C. H. Green, schooners Rosa Sonnsmith, Mattie C. Bell, tug Mystic, schooners Unadilla, propeller Athabasca, steambarge J. P. Donaldson, schooner Nellie Mason, Brightie, propeller S. F. Hodge, steambarge R. J. Hackett, schooner Susan E. Peck, steambarge R. P. Ranney, schooners Negaunee, S. J. Tilden, tug Justice Fields with barges Lily May, Emerald, G. W. Bissell, Magnet, Dickinson, steambarges Argonaut, New Orleans, steambarge Henry Chisholm and two consorts, steambarge Fred Kelley with M. R. Warner, Queen City.

Afternoon, up—Propellers Alberta, Winslow, propeller Russia, steambarge Kasota Geo. W. Adams, propeller United Empire,

THROUGH THE STRAITS.

MACKINAW CITY, Sept. 2.—Down—Propeller J. H. Devereux, L. S. Christie with schooner H. A. Kent, propellers Wissahickon, Alaska.

Up—Schooners Lottie Cooper, S. P. Ames, propeller Yosemite and consort, Nipigon and two consorts, Ira Chaffee and two consorts, Fayette, Fred Mercier, schooner M. L. Higgle, propeller Montana.

MACKINAW CITY, Sept. 3.—Morning, down—Propeller Philadelphia, schooner Polly M. Rogers, propeller Rube Richards and two consorts.

Afternoon—Schooners S. B. Pomeroy, Jessie and Higgle, propeller Gordon Campbell, with schooner Allegheny, tug Swain, with schooners Lizzie A. Law, L. A. Burton, and Reid Case, propeller Thos. W. Palmer, with schooners Coyne and Ogarta, schooners A. Mosher and J. H. Mead, tug Sweepstakes, with schooner Pensaukee, propeller C. J. Kershaw.

Up—Schooner G. A. Marsh, Red, White, and Blue, propeller Chauncey Hurlbut and two consorts, tug Balize with schooners W. M. Page, Halsted, Homer, American Union, and C. J. Boyce, propeller T. S. Faxton, schooner Jennie Mathews, Metropolis, Belle Brown, and propeller R. Wallace and consort, Wm. Edwards and consort, schooner Craftsman, propeller Starucca.

MACKINAW CITY, Sept. 4.—Morning, down—Propeller Tecumseh and two barges, schooner Two Fannies, propeller D. Ballentine with schooner Northwest, tug Porter and schooner Maria Martin, propeller Avon.

Afternoon—Simon Langell with two vessels, D. D. Calvin, schooner Naiad.

Morning, up—Propeller Delaware, Wm. H. Bainum with schooner Jos. Paige, schooner Henry C. Richards and propeller T. S. Faxton, schooner Golden Fleece, propeller Havana with schooners Helena and Genoa, propeller Boston.

Afternoon—Schooners Julia Willard, and Itasca.

MACKINAW CITY, Sept. 5.—Morning, down—Propeller Oceanica, Oscar Townsend with schooner Edward Kelley, Progress, tug Sumner with barge Michigan, propeller Juniata, with schooner Anna Sherwood.

Afternoon—Cuba, Milwaukee, R. Wallace with schooner David Wallace.

Morning, up—Schooner Maumee Valley, propeller W. H. Gratwick with two barges.

Afternoon—Propeller Vanderbilt.

[Continued on 4th page.]

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, August 30, 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Aug. 28, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage.		Home Port.
				Gross.	Net.	
SAIL VESSELS.						
120,652		Sc.	Favorite	9 09	8.63	Beaufort, N. C.
14,448		Sc.	Ket Sanford,	8.80	8.36	Washington, N. C.
91,861		Sc.	Maine,	190 90	181.36	Philadelphia, Pa.
91,862		Sl.	Mamie Ellen,	10 09	9 59	Sharptown, Md.
91,863		Sl.	Martha E. Jones,	5.96	5 47	Norfolk, Va.
25,262		Sc.	Uno,	7.45	7.08	Savanna, Ga.
120,651		Sl.	Frolic,	8 41	7 97	Chicago, Ill.
STEAM VESSELS.						
106,436		St. s.	Annie D.,	20.18	10 09	Green Bay, Wis.
126,380		St. s.	Marrie F.,	8 30	4 42	Albana, N. Y.
135,897	K D M N	SS.	El Monte,	3531 32	2561.68	New York, N. Y.
05,886		St. s.	H. C. Millard,	54 04	31 93	Albana, N. Y.
95,887		S. s.	Hazel	3.03	3.03	La Crosse, Wis.
76,643		St. p.	John J. Brown,		89 08	New Orleans, La.
140,837		St. p.	Lumberman,		99 82	Vicksburg, Miss.
91,864		St. s.	Mikado,	2 00	2.00	La Crosse, Wis.
81,129		St. p.	W. P. Rabb,	...	21 88	Beaumont Texas.
81,126		St. s.	W. R. Stafford,	744 28	546 19	Detroit, Mich.
UNRIGGED VESSELS.						
29 967		Scow.	Anna May,	27.56	26.16	East Saginaw, Mich.
31,482		Barge.	Ben Cole,	20 59	20.56	Buffalo, N. Y.
42 688		Barge.	Henry E. DuBois.	116.35	110.54	New York, N. Y.

JARVIS PATTEN, Commissioner of Navigation

A SCHOONER'S STORY.

We have in a previous number printed a list of the vessels which have made ocean voyages, in relation to which the following yarn will be of interest:

There are not many lake vessels which make ocean voyages, but among the number are the Blake, the Jessie Scarth, of Hamilton and the T. C. S. Street. The Edward Blake was built in Port Burwell and is registered from that place. Some time ago, says the Hamilton Times, her master, Captain Thomsen, of Toronto, who now owns and sails the M. L. Breck, took her to England with a load of deals. Six or seven vessels left the lakes for the ocean in the same season, most of them American craft. For three years the Blake traded on the ocean, going to the Black Sea and to Spain. She was quite successful, though ocean sailors ridiculed her build. At Liverpool one day, while Captain Thomsen and half a dozen other captains, bound for the same port in Russia, were getting their papers at the custom house, one of them asked him where he was going with that "cut off." The Blake's model is not very handsome and her bows are rather bluff, so much so that it used to be said that lake vessels were built by the mile and cut off as required. Captain Thomsen replied that he was bound for the Russian port to which they were going. The others laughed at him and said he would never get there. The Edward Blake was there six days before any other of the fleet arrived, and it used to delight the old navigator who sailed her to describe the chagrin of the masters of the clipper ships when they found the old cut-off from the Canadian lakes had beaten them. After three years on the ocean the Edward Blake returned to the lakes in August, 1874, bringing a cargo of pig iron from Glasgow, 70 days out. The vessel's troubles just began when she reached Hamilton, being seized on a mortgage held by a St. Catharines law firm. She was taken to St. Catharines and there Captain Thomsen seized her for his wages, which were paid after a suit and the vessel released. With her he was three or four years on the ocean trading to different ports, and finally returned to Toronto with a load of sugar from the West Indies. The present master of the Blake is Captain McAvoy, who is well known here.

TEMPORARY STEERING GEAR.

Captain C. F. Swan, of San Francisco, has devised a very simple and ingenious plan for steering a ship or steamer having a disabled rudder, and one which is easily constructed. It is not patented. The main feature is the method of securing the plank or drag to the steering lines or guys. A 16-inch plank, 16 feet long and 2½ inches thick, has iron bridges secured to it, one arm of the bridge being longer than the other. Then, when the strain comes by the motion of the vessel, the plank is dragged at such an angle (the long arm being uppermost) that it submerges itself, no weight being necessary. The base inclines toward the ship, so that the plank is kept down. The plank is veered astern by the guys. The inner ends of the guys are secured to the ends of a pivoted brace, and tackles lead from these ends to the barrel of the wheel of the ship, so that it can be steered from the wheel. When the temporary rudder is swung to "port," it swings the ship's head to "port," and vice versa.

The bumpkin or spar projecting over the stern of the vessel is simply a matter of convenience, as the pivot could be put on the taffrail itself if necessary. In fact, even the pivoted bar can be dispensed with, but it is more labor to use the device. The faster the vessel goes the easier she will steer, as the drag is hauled down at an angle deep under water and gives resistance. It will not "tack" a ship, because as she comes in stays she slows up, and the drag rises to the surface. But it will "wear" a ship; that is, turn her from one tack to the other by running her off before the wind. Brace lines help strengthen the center of the plank.

If the ship is low in the water, the guys or steering lines need not be very long, but high out of water, say, 25 or 30 feet, they should be 25 or 30 fathoms long. Captain Swan used this steering gear on the City of Brooklyn, a 1,700 ton ship for two days without the slightest trouble. If the vessel goes slower than four knots an hour, the drag does not do as well, as it is apt to rise to the surface, where it is not so efficient. The gear used on the City of Brooklyn did not cost over \$100. The size of the drag should be in proportion to the vessel,

but it should present a flat surface, and the bridges must be made to be effective. A large ocean steamer could have this gear ready at hand for use in case of accident to the rudder.—Min. and Sci. Press.

PROVIDENCE WINDLASSES.

The continued and almost universal demand, coming as it does from all ports where ships are built, attests, in the strongest measure, to the estimation in which the Providence windlass is held by shipbuilders and owners. We know of three windlasses from another eastern firm, which were placed on lake ships this spring, none of which have given satisfaction, one of which is almost without merit, as it will not perform the duties assigned it, and another, a steam windlass, guaranteed to make forty turns will make but five. A windlass is an important machine, especially on the lakes where anchors and chains are frequently handled, and the greatest care should be taken to select the best. The American Ship Windlass Company of Providence, R. I., is full of enterprise, and when putting a windlass on a boat they never leave it until fully assured that it will work to the satisfaction of all interested. In fact, it cannot go wrong, as this company has adopted for their machines all the latest improvements, by securing all valuable patents that will apply to it. The following list of orders, received by them during the last few weeks, verify the facts above set forth:

The schooner building by the New England Shipbuilding Company, Bath, Me., will have a Providence patent capstan windlass, with Southard's patent messenger chain attachment, from the American Ship Windlass Company.

Steambarge, building by Milwaukee Shipyard Company, Milwaukee, will have a Providence capstan windlass; chains, 138 inch.

The yacht Medusa, Com. Robert Center, has just replaced her windlass with a Providence patent pump brake yacht windlass; windlass and bits all complete, of gun iron.

Steamship Herman Winter, now building by Messrs. Cramp & Sons for Metropolitan Steamship Company, of Boston, will have a Providence patent new style steam capstan windlass, and after capstan, the same as on the H. F. Dimock, of the same line except the improvements, which have been made to the windlass since the Dimock was built, will be added.

The ship Oaklands, now at D. McCarty's yard being changed into a coal barge for the Boston Towboat Company, will have a Providence patent steam vertical windlass, with latest improvements for handling her anchors, chains and hawsers.

The bark Adela Carlton is at Rockland being cut down and fitted for a coal barge for the Boston Towboat Company. She will have a Providence patent steam pump and brake windlass, with iron side and pawl bits, all bolted to bed plate on deck.

The Boston Towboat Company's coal barge Mercedita is to have a steam attachment to windlass made by the American Ship Windlass Company.

The bark Elmira, now at East Boston, will replace her wood windlass with a Providence patent pump brake windlass, "new style," from the American Ship Windlass Company.

The towing barge, building by Messrs. Thos. Quayle's Sons at Cleveland, Ohio, is to have a Providence patent capstan windlass, as usual with Captain Wilson's vessels.

The steam tug Gladiator, at New Orleans, is to have a Providence patent double-barrel steam capstan for handling her hawsers.

Also, Providence patent pump brake yacht windlass, with iron sides and pawl bits, for the yacht building by the Harlan & Hollingsworth Company for New York parties.

And an order from Simon Langell, St. Clair, Mich., for a steam windlass and a steam capstan aft, for the large steambarge he is building.

The New York Marine Journal says: "The Manton Windlass and Steam Steerer Company, located at Mansfield, Mass., has suspended work, and the machinery and patterns are offered for sale."

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the time given in the figures below is the new standard
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utes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N. Y., B. & A. Express.....	*8 25 P M	*8 50 A M
No 26, Elyria Accommodation.....	*7 45 A M	*8 00 A M
No 24, Buffalo Ac'm via Sandusky.....	*10 30 A M	*10 45 A M
No 24, Toledo Accom via Norwalk.....	*10 30 A M	*10 45 A M
No 10, New York & Boston Ex.....	*11 40 A M	*12 noon
No 12, N. Y. & B. Fast Express.....	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk.....	*9 40 P M	*10 00 P M
No 22, Night Ex via Sandusky.....	*9 40 P M	*10 00 P M
No 26, Conneaut Accommodation.....	*7 40 P M	*8 00 P M

Westward.	Arrive	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No 28, Cleveland Express.....	*2 15 A M	*2 30 A M
No 3, Chicago Express via ".....	*6 00 A M	*6 30 A M
No 25, Mich. Accom Norwalk.....	*10 30 A M	*10 45 A M
No 21, Toledo Ex via Norwalk.....	*12 50 P M	*1 30 P M
No 5, St. Louis Ex via Sandusky.....	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk.....	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only.....	*7 10 A M	*7 30 P M
No 27, Conneaut Accommodation.....	*7 10 A M	*7 30 P M

Sunday train for Nottingham—Depart 8:15 a. m.
and 1:45 p. m.; returning, leave Nottingham at 8:50 a.
m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday,
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til further notice:

EASTWARD.	Arrive	Depart.
Buffalo Passenger.....	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 00 P M	*9 15 P M
Local Freight.....	*4 40 A M	*5 45 P M
WESTWARD.	Arrive	Depart.
Chicago Passenger.....	*6 45 A M	*6 50 A M
Postoria Passenger.....	*4 45 P M	*4 51 P M
Local Freight.....	*5 00 P M	*5 50 P M

ROCKY RIVER ACCOMMODATION.
Depart—7:40 a. m., 1:35 p. m.

RUCID ACCOMMODATION.
Depart—6:24 a. m., 9:10 a. m., 9:05 p. m.

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A. A. POMEROY, EDITOR AND PROP'R

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, SEPTEMBER 8.

TABOORED VESSELS.

It has been held by the dailies that the recent action of the Chicago marine underwriters in refusing to make a rate for B1 vessels was for the purpose of driving that class out of the grain trade. The motive which led to this action has been closely scrutinized by owners and has been freely commented on by them. While the pool declines to insure, any company belonging to the pool has been granted the right, individually, to insure B1 vessels, which is whipping the devil around the stump. While the present demand for grain vessels continues, and as long as insurance companies are in existence for the purpose of taking their chances against any unknown quantity, B1 vessels will be promptly insured. It has been supposed that Lloyds' underwriting association, of London, was organized for marine insurance, and that it would take none but the best risks, but it has transpired that there is no limit to the chances that the association will take. Policies have been issued upon very curious future and uncertain events; that is, whether or not a man would be married, or whether or not he would receive an expected inheritance; whether or not grain would command in the market a few months ahead a given price. With these facts in view there is no reason to believe that marine underwriters will deprive themselves, voluntarily, of the handsome premiums they are certain to reap from the great amount of tonnage classed B1, especially the local agents. Is it not more reasonable to believe that the B1 vessels have been refused a rating for insurance purposes in order to make owners of that class uneasy and eager to cover their vessels against losses? With this state of mind prevailing the companies will be enabled to exact an exorbitant premium. It is doubtless the purpose to make it difficult for B1 vessel owners to obtain insurance, but it is certain that a company will be provided to take the risk and the premium pocketed.

SHIP CANALS.

In commenting on practicable routes from the west in the interest of cheap transportation for grain, the New York Maritime Register says: The Mississippi river is the great natural outlet of the west and in time ought to prove of great value in moving our crops to the seaboard, and ought to prove of immense value to our farmers for this purpose. In connection with this the Florida ship canal would prove of great service as it would tend to shorten the ocean route, and vessels using it would avoid the dangers of the Florida Keys. This would be one of three very good routes. Another route and a comparatively quick one would be by way of the St. Lawrence river, connecting by canal with Lake Champlain and the Hudson river to New York. This route has quite recently had attention called to it, and if it were in operation it might prove of considerable advantage in moving grain quickly by water route to the seaboard. But the

waterway that could almost immediately be made available for this purpose with a comparatively small outlay of money is the Erie canal. This could readily be made into a ship canal, and it could be made available long before any of the other proposed routes could be got ready. There must in time be more than one great outlet for the products of our western country. Increase in their quantity and variety will demand this; but there is no doubt that if the Erie canal were enlarged to a ship canal it would still retain the greater share of that traffic for very many years to come. That it would be of immense advantage to this state and to our port goes without saying. But in advocating this we do not decry the Florida ship canal, which, if built, would shorten the distance and make it less dangerous for vessels sailing between gulf ports and Europe. Whether it would prove an economic factor in getting our grain to the latter place it is somewhat uncertain. It is stated that Chicago capitalists are becoming interested in this scheme, because of the advantages it is supposed to possess. If, however, these same men would turn their attention in some way to the work of connecting the great lakes with the Erie canal, it might prove quite as valuable an undertaking to them and much more useful to the western farmer.

The activity of the ore carriers this season demonstrates the lack of dock room at Cleveland, and the delay experienced in discharging cargoes makes it evident that our facilities for handling ore can be greatly improved upon. The entrance that the Baltimore & Ohio railroad has effected into Fairport, over the Pittsburgh, Painesville & Fairport road, and the construction of the Brown system of hoists at that port will soon relieve some of our docks and draw business away from Cleveland. There has already been uneasiness expressed on that point, as a large amount of ore has been contracted to go to Fairport, thence to Pittsburgh, over the P. P. & F. road. Pittsburgh iron manufacturers who control a large proportion of the furnaces and mills in that city, have invested in docks and machinery at Fairport and are fast getting into shape for quick work.

The American steamship lines have concluded, in order to better serve their patrons and the public, to carry the U. S. mails under the terms proposed last year by the postmaster general, that is, the sea and inland postage. Congress passed last year a bill providing for the carrying of the mails in American boats, but the postmaster general placed his own construction upon the measure, and the result was that the U. S. mail continued to be carried in ships flying a foreign flag. All this is contrary to good policy, and measures should be taken to enforce the spirit and letter of the act referred to.

The affairs of the new Ontario and St. Lawrence Steamboat Company are prosperous. Twenty per cent of the capital stock has been paid in and a certificate to that effect has been filed in the office of county clerk in Monroe county, according to law. The directors met August 27 at Rochester and elected the following officers: President, C. L. Stowell, Rochester; vice president, Charles A. L. Fisher, Montreal; secretary, Frank L. Stowell, New York City. The company is a strong one and the line will fill a long needed method of transportation. May the Ontario and St. Lawrence company live long and prosper.

VESSEL OWNERS whose crafts are engaged in the lumber trade, are now wearing those pleasant smiles which decorated their countenances years ago. The sullen features and the flattened pocketbook are not seen now. The boneyard does not loom up like a nightmare as it used to, and all because there is a boom in the lumber carrying business. The present is the busiest time vessel men have had this season. Boats are in great demand, and instead of captains hustling here and there after a load, shippers are on the promenade for available boats. Lumber is in good demand at New York and Ohio ports, and owners of stock on Saginaw river are hurrying it to market.

KINGSTON.

From the report of the chairman of the board of inspection, compiled up to 31st day of December, 1885, we get the carrying capacity of the steamers on our bay as follows: Alexandria, 586; Ontario, 440; Ardenia, 294; Varuna, 175; Nellie Cuthbert, 90; Utica, 30; Empress, 680; Hero, 425; Gipsy, 170; Reindeer, 140; Deseronto, 83; Annie Gilbert, 80. The law confines the owners, agents or captains of steamers to keep within the above limit.

LAUNCH OF THE SUSQUEHANNA.

An immense concourse of people assembled to witness the launch of the largest steel steamship on the lakes, the Susquehanna. The interesting event occurred on Saturday at a quarter past five o'clock, and as she dropped into Blackwell canal she was saluted by the noisy tugs in the neighborhood. The Susquehanna was designed by George B. Mallory, of New York, and built by M. M. Drake of the Union drydock Company, Buffalo. She will cost about \$220,000 and is calculated to attain a speed of fifteen miles per hour. While she is not yet complete, and will not go into service for four or five weeks yet, her engines and boilers are ready to go into her.

The Susquehanna is a spar decked steamship with a hull of steel, propelled by a double expansion, inverted, vertical, direct acting, jet condensing three cylinder compound engine.

Upon the upper deck are the houses of officers and crew, steering gear, galley, store room, mess rooms and ice houses, machinery for handling cargo, anchors and steering gear, metal enclosures around hatches, engines and boilers and companion ways to forecabin. At bow and stern there are solid bulwarks of steel with open rail between filled with netting. She is rigged as a fore and aft schooner, two masts with foresail, mainsail, forestay, sail, mainstaysail and topstaysails. One funnel or smoke pipe located on spar deck abaft of funnel and fitted to work cargo winches, steering gear and pumps. Steam and hand steering gear, Providence steam windlass and capstans forward, steam capstan and steam steering gear aft. Steam winches at each of the four cargo hatches. The spar deck is of steel with wood covering. The pilot house, captain's and officer's rooms and mess rooms finished with ash and California red wood. Second or main deck of steel, unsheathed, is clear between end bulkheads and unobstructed by anything excepting machinery inclosures. Between decks she has eight feet four inches space, well lighted by forty large side lights and fitted with four large hatches and eight side ports or gangways for handling cargo. The lower hold is subdivided by seven water tight bulkheads, forming four cargo holds, two machinery and boiler spaces, and two collision spaces. The forward or collision bulkhead extends to the spar deck, in which is placed the steam windlass.

Aft of collision bulkhead is hold No. 1, to contain 24,000 bushels of wheat, then No. 2, of same size, then the boiler compartment then hold No. 3, for 42,000 bushels, then the engines. Aft of engines is hold No. 4, having capacity for 8,000 bushels, and a ballast tank under the orlop beams to carry 120 tons of water for trimming ship.

She is quite sharp aft and will be able to go from port to port without cargo. Length over all 323 feet; between perpendiculars 302 feet 4 inches; depth moulded at lowest part 25 feet 2 inches; beam moulded at 40 feet; depth forward 32 feet, aft 29 feet. The hull is entirely of steel excepting a few iron parts of the internal enclosures about engines and boilers.

Engines, built by H. G. Prout, are to work under a boiler pressure of ninety pounds per square inch above atmosphere. One high pressure cylinder 36 inches in diameter, two low pressure cylinders 51 inches, all of 43 inches stroke of pistons. These engines are to be managed from the lower engine room on the level of the shaft.

Steam will be supplied by four boilers, each 16 feet in diameter and 11 feet long, made by the Lake Erie Boiler Works. A super heater 10 feet 6 inches outside diameter, 7 feet 5 inches inside diameter, thirteen feet high, stands over the fire room, which runs fore and aft, and between the two pairs of boilers, which face each other. Each boiler has three furnaces 40 feet in diameter with grate bars 6 feet long, making 240 square feet, total area of grates. Forward and aft of the boiler space and under the main deck are the coal bunkers to hold 250 tons. The boilers were built with hydraulic machinery, all holes drilled in places. Fire and engine rooms unusually well ventilated. Fitted with steam and hand pumping gear for every hold, and fire extinguishing gear in every compartment to work by hand or steam. There are nine complete engines and three steam pumping engines on board.

The Susquehanna is owned by the Erie and Western Transportation Company, the Anchor Line.

At a recent meeting of the Central Traffic association it was agreed to recommend that all lake freight carried by the steamers now competing with the pool lines be included in the pool and that the representatives of such steamboat lines be invited to attend the next meeting of the association.

[Vessel Passages Continued from 3d Page.]

MACKINAW CITY, Sept. 6.—Morning, down.—Propeller Kittle M. Forbes, schooner A. J. Rogers, Annie M. Peterson, J. Loomis, McLaren, tug Crusader with schooners D. E. Bailey, R. B. Hayes, Constitution, and one other, propeller Dean Richmond, schooner Manzanilla.

Afternoon—Metropolitan, propeller Alpena and consort.

Morning, up—Propeller Josephine, John B. Lyon with schooners John W. Hutchinson, Minnie Slawson, propeller Albany, schooner F. C. King, propeller Montague with schooners White Star and Mystic Star.

Afternoon—Schooner Parana, propeller Arabia, schooners John B. Merrill, and Moonlight, Evening Star and Waukesha, propeller J. H. Outhwaite with schooners Thomas Gawn and Typo, City of Rome with schooner Red Wing.

MACKINAW CITY, Sept. 7.—Morning, down.—Schooner Mary Collins, propeller New York.

Afternoon—Yosemite and consort, A. Folsom and consorts, Ira Chaffee and consorts.

Morning, up—Propeller Clarion, steam-barge Raleigh with schooners Niagara and Lucerne, schooner Monterey, tug Justice Field and five barges.

Afternoon—Schooner City of Sheboygan, propellers Syracuse, Canestoga, schooner Schuylkill, Newburg.

MACKINAW CITY, Sept. 8.—Morning, down—Propeller Favorite.

Afternoon—W. R. Stafford and consort, City of Grand Rapids.

Morning, up—Schooner H. Bissell.

Afternoon—James F. Joy, propellers Favorite, Tioga, schooner H. Taber.

PASSED PORT COLBORNE.

PORT COLBORNE, Sept. 2.—Passed up—Steam-barge Lincoln and one barge, Kingston to Toledo.

Down—Schooner Gleniffer, Detroit to Kingston; propellers California, Chicago to Montreal; Lake Ontario, Toledo to Montreal.

PORT COLBORNE, Sept. 3.—Passed up—Schooners M. J. Cummings, Charlotte to Port Huron; steam-barges Albion and Ark, Quebec to Cleveland; steamship W. J. Averill, Ogdensburg to Chicago.

Down—Schooner Flora Carveth, Cleveland to Brockville; steamship W. L. Frost, Chicago to Ogdensburg; propeller St. Magnus, Duluth to Montreal.

PORT COLBORNE, Sept. 4.—Passed up—Schooner M-diterranean, Oswego to Sandusky; F. D. Barker, Oswego to Toledo; propeller Armenia, Montreal to Chicago;

Down—Schooner Oliver Mitchell, Chicago to Kingston; D. Freeman, Cleveland to Belleville; Sassacus, Cleveland to St. Catharines; steam-barge Otego, Toledo to Ogdensburg.

PORT COLBORNE, Sept. 6.—Passed up—Schooner Blazing Star, Oswego to Sandusky; D. G. Fort, Fair Haven to Chicago; E. H. Rutherford, Thorold to Toledo; propeller L. Shicklun, Toronto to Toledo.

Down—Schooner Rival, Detroit to Ogdensburg; barges Augusta and G.M. Neelon, Marquette to Garden Island; Albatross, Cleveland to Cobourge; steam-barge Enterprise and barges, Cleveland to Brockville; Lincoln and Lisgar, Toledo to Edwardsburg; Clinton and barges, Bay City to Montreal; propeller Alma Munro, Toledo to Montreal; steamer Sir S. L. Tilly, Emerson to Garden Island.

PORT COLBORNE, Sept. 7.—Passed up—Schooner Comanche, Charlotte to Chicago; E. Murton, Hamilton to Cleveland; Nassau, Charlotte to Chicago; General Franz Siegel, Ogdensburg to Sandusky; John Wesley, Charlotte to Detroit; yacht Cora, Alexander Bay to Cleveland; steam-barge Abercorn, Oswego to Saginaw City; steamship W. A. Haskell, Ogdensburg to Chicago.

Down—Tug Kate Williams for Lake Huron, with schooners Nassau, Comanche, D. G. Fort.

PORT COLBORNE, Sept. 8.—Passed up—Schooner Mary Lyons, Oswego to Chicago; Undine, Kingston to Ashtabula; Erie Belle, Toronto to Ashtabula; Grantham, Oswego to Duluth; barge Southampton, Port Robinson to Cleveland; propeller Dominion, Hamilton to Duluth; St. Magnus, Kingston to Cleveland; steam-barge Scotia, Kingston to Cleveland.

Down—Steam-barge Tecumseh and barge M. C. Cameron, Chicago, Chicago to Kingston; D. R. VanAllen, Cleveland to Oshawa.

PASSED DETROIT.

DETROIT, Sept. 6.—Morning, up—Tug Castle and schooner Hattie Wells, propeller Newburg, barge Waldo Avery and consort, propeller Wm. H. Stevens, tug Music and three barges.

Afternoon—Steam-barge Porter Chamberlain and three barges, propeller Syracuse, propeller Business and consort, propeller Lothair and two barges, propeller Colorado, steam-barge A. Weston and two barges.

Morning, down—Steam-barge Fred McBrier and consort, tug John Martin, Winlow, Oswego and schooners S. Neelon, Fleetwing, Persia, barge Langell and schooners Sweetheart and F. M. Knapp, tug Sweepstakes and schooners Pensaukee, P. M. Rogers and Pandora.

Afternoon—Propeller China, steam-barges Progress, Tecumseh and consort, D. Ballentine and consort, Oceanica, Geo. T. Hope, and schooner Marquis, Missouri and three barges, tug Porter and schooners Maria Martin, Three Brothers, and G. Sherman.

DETROIT, Sept. 7.—Passed up, forenoon—Barges Rhoda Stewart and four barges, Wm. Rudolph and two barges, S. C. Hall and three barges, propeller J. H. Devereux, tug Castle and schooner Arthur, Kalkaska, tug Oswego and schooner Reindeer, Charlton and schooner Hattie Wells.

Afternoon—Propeller Cleveland and three barges, schooner George, propeller Tioga, steam-barge S. J. Macy and consort, Kincardine and two barges, tug Porter and schooner I. N. Foster, Benedict, barge Abercorn, and one barge.

Forenoon, down—Steambarge Oscar Townsend and consort, Keystone and consort, propeller Juniata, and schooner Annie Sherwood, tug Samson and schooner E. C. Hutchison, S. L. Watson, propeller Chicago, Cuba, steambarge City of Cleveland, and schooner A. Cobb, Wagstaff.

Afternoon—Propeller Commodore, steambarge Osoda, tug A. Sumner and barge Michigan, propeller S. F. Hodge, barge R. Wallace and consort, C. H. Green and consorts, Republic and consorts.

DETROIT, Sep. 8.—Passed up, morning—Propellers Wissahickon, Arctic, barge M. Sicken and barges, James Pickands and consort, Smith Moore, tug Ballentine and schooner Columbian.

Afternoon—Tug John Martin and schooner D. Stewart, barge J. H. Farwell and consorts, A. A. Turner and four barges, propeller St. Paul, barge Columbia, consort, and schooner Jura.

Morning, down—Tug Metamora and three barges, steambarge Henry Chisholm and schooner Alva Bradley, propeller B. W. Blanchard, tug Torrent and raft.

Afternoon—Propeller New York, barges R. J. Hackett and consort, R. P. Ranney and schooners S. J. Tilden, Negaunee.

THROUGH THE SAULT.

SAULT STE MARIE, Sept. 6.—Morning, down—Steambarge W. L. Wetmore, schooner Brunette, propellers Ontario, Nyack, Roanoke.

Afternoon—Steambarge Raleigh, schooner Niagara, Lucerne, propeller B. W. Blanchard, steambarges M. M. Drake, Alcona, schooner Alta, steambarge A. Everett, schooners Sophia Minch, J. H. Webb, Delaware, steambarge Cumberland, schooners W. S. Crosthwaite, Erastus Corning.

Morning, up—Propellers United Empire, Remora, schooner Kate M. Chambers, propeller J. L. Hurd.

Afternoon—Propellers Japan, Philetus Sawyer, steambarge Bruno and schooner Laura, tug Tom Dowling, and schooner E. R. Williams, steambarge Kittie M. Forbes and propeller Northerner.

SAULT STE MARIE, Sept. 7.—Forenoon, down—Steambarge Charlemagne Tower, Jr., and schooner San Diego, propeller James Fisk, Jr., steambarge V. Swain, schooner Helvetia, tug Constitution, schooner Conquest, propeller City of Owen Sound.

Afternoon—Steambarges Wm. Chisholm, Oregon, schooner Francis Palms, P. S. Marsh, Florida.

Morning, up—Steambarge Spokane, Arizona, propeller Escanaba, schooner Thos. L. Parker, steambarge Continental, schooner Magnetic.

Afternoon—Tug Mystic, schooners Selkirk, W. Chappel, Annie P. Grover, propeller David Sutton, Vernon, Queen of the West, steambarge Alpena, schooner G. W. Wesley, tug Laura Gibbs, schooner H. G. Cleveland.

[Around the Lakes Continued from 1st Page.]

BUFFALO.

The little schooner Honora Carr left Friday evening with 200 tons of coal for Port Huron. About mid-night she began leaking. This increased, and she started back for this port. When about two miles off Point Abino and fourteen miles above Buffalo, she foundered in sixty feet of water. A sailor named Thomas Scott of this city was carried down by the suction of the sinking vessel and drowned. Captain Edward Carr, James McGerry, William Keith and Scott's wife were picked up by the tug Inez, which had been sent to Buffalo for fuel, and taken to Port Colborne, arriving here on the steamer Huntress. The Honora Carr was formerly the Canadian schooner Maple Leaf which was driven ashore near here in the fall of 1888. In the summer of 1884 the wreck was bought by Michael Carr, who released her and fitted her out the next season. She had been in hard luck ever since, being tied up much of this season. She was worth about \$2,000. The local underwriters would not insure her though she classed B1. An application for a risk of \$800 was forwarded to John Prindiville at Chicago but probably had not been accepted when the disaster occurred. The coal was shipped by the Pennsylvania company and insured for \$750.

The owners of the schooner Thos. P. Sheldon have come to an understanding and an adjustment has been affected on the basis of the survey, which fixed a partial loss of \$11,300 as the damages.

Captain Lafavor of Oswego, the owner of the injured schooner O. M. Bond is in port. Negotiations with the underwriters have been carried so far that it is expected that a settlement will be made.

Canal boat construction is becoming quite active. Notice of the launch of the Wm. F. Sheehan was given a few days ago and others are under way. Geo. Notter is reported. The fleet sorely needs the new craft, both in respect to numbers and valuation, for old boats were fast becoming the rule.

It is very apparent that the Union Steamboat Company has resolved on a radical change of base, so far as the make-up of the fleet is concerned. Following close on the advertising of the propeller Dean Richmond for sale comes the Newburgh, Waverly, Fisk and Blanchard on the same list, and it is now said that the Arctic and St. Louis will be offered for sale later in the season.

This leaves of the old fleet only the Rochester, New York, Avon, Portage, Starucca, and Nyack, with the Jewett and Tioga lately added. It is understood that the plan is to replace all these with large steel steamers as soon as possible. The one now projected will be hurried forward so as to be launched in January, and come out in June. Following her a second one will be built as soon as room can be had in the yard and she will be out in July next. After that a steel vessel will be built every year until the transformation of the fleet is complete. It is confidently stated that the Susquehanna will be faster than either the Jewett or Tioga, and no one who looks at the sharp bow of the model of the new Union boat will doubt for a moment that her speed will be great.

Repairs on the schooner O. M. Bond, which had been sunk at Port Dalhousie, have been completed. Her owner to-day made a settlement with the underwriters, accepting the vessel on the basis of the survey. It will be remembered that he had contended she was a constructive total loss, the insurance men holding to the contrary.

The steamer Empire State, which should have left for Duluth last evening, was held till to-night, owing to the China being behind time. The latter was delayed by fog and smoke.

Excitement is reported among residents along the Welland on account of a statement that the water will be drawn off the canal during the five months that it is being deepened. This would result in throwing 2,500 men out of employment and closing establishments in which over \$2,000,000 are invested. A mass meeting is called at St. Catharines to protest against the proposed action, and the government will be memorialized on the subject.

A deckhand of the steamer Japan fell overboard at Presque Isle on the down trip and was drowned.

CLAYTON.

Special to the Marine Record.

We had quite an electric storm here Monday morning and a heavy squall from the southwest in the afternoon. Charles Steele, from Calumet island, who was going from Clayton over to the island, was struck by the squall, and his boat capsized about eighty rods from the dock. The steamer Magic which had just left, rounded to, and picked him up and brought him to the dock.

The yacht Cora, from Detroit, which has been on the river for a cruise, left for home this week. The week has been a busy one on the river.

The stean yacht Idler, which had been on the ways since June, has been launched from Pine's shipyard at Greenpoint. The Idler was designed and built by Jacob Lorillard for James McMillan, of the Michigan Car Company, of Detroit. Mr. McMillan will use her as a pleasure boat on the lakes. The Idler is 98 feet and 3 inches in length on her keel, and 106 feet over all. She has 16 feet beam and 7 feet depth of hold. Her screw is 42 inches, and will make three hundred revolutions per minute. She will have a compound engine of 250-horse power. All the wood work will be of mahogany and the furniture of mahogany and silk plush. The sum which Mr. McMillan expects to pay for his new yacht is \$25,000.

We were very fortunate in this section in not having anything to do with the earthquake.

The pleasure seekers are fast returning home. Two weeks more and the river will be deserted with the exception of the few who come for their fall fishing, as this month is the best in the whole year for that sport.

Jasper Ellis will, the coming winter, build a pleasure yacht to carry seventy-five or a hundred passengers.

KINGSTON.

Captain Donnelly left the city last Thursday morning for Cornwall, by the steamer Pierrepont with his steam pumps to raise the Passport. He landed at that place at 9 o'clock and had his apparatus in position by noon. Pumping was commenced at 1 o'clock and at 4 o'clock the Passport was afloat. The company intend putting her in the canal basin before proceeding to the drydock in Montreal.

PORT HURON.

H. N. Jex is trying to raise the barge Russell, sunk in the Soo river. She is loaded with iron ore. Mr. Jex owns the boat and cargo.

Deputy U. S. Marshal George Phillips seized the schooner J. C. Woodruff, at this port for an unpaid tow bill. She settled the bill and went on her way.

Captain John Quinn, the Detroit submarine diver, got \$3,500 for raising the Thomas P. Sheldon, and delivering her at this port. She is lying below McMorran & Company's flouring mills.

BAY CITY.

Special to the Marine Record.

Mr. B. H. Muehle, the well known United States assistant engineer, expects to arrive in this city from Detroit, in a few days, to superintend the improvement of Saginaw river. Work will be commenced as soon as he arrives, and continued until the close of navigation.

Messrs. Armstrong & Scott, owners of the Saginaw river fire tug patrol boats, left on Wednesday for Duluth, to look after the steamer David Sutton, which left this port, bound for Duluth, the first of the week, Captain Warren Fuller in charge. The Sutton will take a passenger route upon her arrival. Messrs. Armstrong & Sutton are also building at Wheeler's shipyard at West Bay City, a fine passenger steamer, 85 feet keel by 21 feet beam, after the style of the steamer Lucile. She is to have a compound engine of the latest design, from the works of A. F. Bartlett & Company, East Saginaw, and will be as fine a craft of her size as money can make her. Her owners refuse to state where she will run, but hint that she will go where she can do the most good.

The Gratwick, Smith & Fryer Lumber Company has closed a contract with F. W. Wheeler, of Bay City, for a large steambarge to be finished by next June. She will have a length of 270 feet, be double decked, and have a capacity of 2,300 tons freight. Her engine is to be of the triple expansion pattern. The company intend to sell the steambarge W. H. Gratwick, in which event the barges Fryer and Marvin would probably be towed by the Edward Smith.

Lumber freights are now quoted as given below, with a chance for a move for a three-shilling difference between Bay City and Saginaw on Buffalo freights: Bay City to Buffalo, \$2.00; Bay City to Ohio ports, \$1.75; Saginaw to Ohio ports, \$1.87½; Saginaw to Buffalo, \$2.12½.

Edward Williams, who was arrested some time ago for stealing \$98 from Henry Densmore, of the steamer L. G. Mason, has been bound over to the circuit court for trial, having waived examination.

There are now three distinct societies of dockwollers on the river, known as the 'longshoremen, stevedores and jinglers.

Messrs. Flot, Bradley & Company received ten cars of mast timber from up north Saturday. Each stick was over 100 feet in length and 12 to 14 inches square at the smallest end. It was the finest seen in the Valley for years. It will be loaded into schooners and taken to Quebec, thence to England.

There is some talk of our dockwollers raising the price of labor to 50 cents per hour, owing to the rise in freights, but as far as can be learned the advance has not yet been paid.

The fire tugs did some excellent work at the late big fire of Bliss Brothers' mill. They succeeded in saving over \$50,000 of adjoining property.

SHAW.

DULUTH.

Two hundred and thirty thousand bushels wheat was chartered at 6½ cents for Buffalo.

The News says early in the season it was expected here, and by the coal companies, that coal receipts at Duluth and Connor's Point for the present season would exceed those of last year by fully 200,000 tons, or would be about 800,000 tons. The receipts, however, have been greatly overestimated, and the head of the lake will probably not get more than 600,000 or 650,000 tons. Among the reasons for this are the low freight rates on coal to Duluth, against rather high rates to Chicago, the delay in completion of new coal docks and the trouble with the new Lehigh company's coal dock at West Superior. Not so much coal has been unloaded here to date this season as a year ago. About 350,000 tons have been the receipts.

Williams, Upham & Company's new scow is completed and will probably be launched next week.

The tug John Martin at Williams, Upham & Company's dock receiving a thorough overhauling from bow to stern. She forms one of the Inman line now as also does the Amethyst.

Captain Armstrong's fire tug has arrived. Her regular dock will be at the old Isle Royale dock but she will patrol the harbor every day and besides her regular crew will always have a man on the lookout for any indication of a fire.

ASHTABULA HARBOR.

The tug Gordon, recently brought here from Chicago by Captain William Downs, blew out her cylinder head last Sunday while in the lake a few miles west of the harbor. Captain Field's tug towed in the disabled boat. No one injured.

EAST SAGINAW.

Special to the Marine Record.

The schooner York State was in the river during the week and was loaded with lumber for Chicago, by L. P. Mason who also has chartered the schooner E. J. McVea for a similar trip.

Messrs. L. P. Mason, Gordon Corning and A. N. Pinet have sold the tug Tom Maytham to Messrs. Logie, Kennedy & Collier of Cleveland, for a cash consideration of \$5,000, which is about one half what the first parties paid for her a few years ago. The Maytham was a great favorite on the Saginaw river and had the reputation of never having done any damage while on the river. Engineer John Davis and assistant Montgomery will be retained while Captain Jas. Bell, her late commander, returns to this city.

The schooner Geo. Wesley, Captain Wm. Braun, is now plying in the Chicago trade from Buffalo.

The new bridge at the foot of Genesee avenue is now completed and several ferry boats are looking around for something to do.

The propeller Sanilac took a whole cargo of lumbermen's camp supplies to Sault Ste Marie the first of the week for the Wells store mercantile company.

Barge men are warned not to load to over 9 feet 6 inches above Mackinaw street bridge, as a new bar has formed at Wylies dock upon which several have stuck lately.

The extensive saw mill, salt works etc., of A. T. Bliss & Bros., of Milwaukee, was entirely destroyed by fire on Friday night, causing a loss of \$210,000. 8,000,000 feet of lumber, 2,000,000 feet of lath 2,000,000 shingles and 1,000 cords of slabs were destroyed. The fire tugs did excellent work saving adjoining property and the crews were kept employed from 11 o'clock Friday night until Sunday morning before the fire was entirely out.

Captain John Van Loo and wife returned to this city from Grand Marais where the captain has been engaged in business for a year past.

Henry Slade the veteran wolloper who is one of the owners of the sloop Dolphin, has assumed the position of first mate on the same.

Messrs. O'Brien & Maxwell launched their new lighter on Monday last. She is 100 feet long by 24 feet in beam and will go into the brick trade.

SHAW.

ST. CLAIR FLATS.

Special to the Marine Record.

While the steambarge Missouri with four barges in tow, from Alpena, lumber laden, bound down, was shut in by a dense fog, when within a quarter of a mile of the canal, with the J. E. Potts and consort close behind, grounded, forming a jam at upper end of the canal, about 8 a. m. With the assistance of tug Champion the Missouri was released, and only for the timely notification of the down bound fleet by McNiff & Son, there might have been heavy damages to the detriment of owners and insurance companies; but Bob is always on the alert for all such obstructions. The only accident in rounding to and stopping was the loss of the small anchor and jibboom of the Hope's consort, the Polynesia. The anchor will be gotten up by McNiff & Son and placed on Star Island dock in time for taking aboard of the Polynesia on her trip up. The names of steamers and vessels notified and stopped by McNiff & Son were the Balentine and consort, the Champion and tow of four, the Tecumseh and three consorts, the Hope and consort, the tug Niagara and five in tow, which all stopped within a quarter of a mile. So much for the range light owners at Southeast bend. Owners and masters should see that the lights are sustained.

During the jam McNiff & Son say they never saw as good seamanship and handling of steamers and vessels, and everyone at the Star Island says they never saw such good handling of vessel property in their lives.

McNiff's signal is two long blasts and two short blasts. Blow in time and they will land passengers or mail night or day. All collections left in their hands will be promptly attended to.

Bob.

Captain Jones, of schooner Owasco, died at Escanaba at 10 o'clock Tuesday morning with congestive chills. He has been ill for twelve days, and was finally taken with convulsions and died. His remains will be taken to Lorain, O., the residence of his family.

YACHT ENGINE AND BOILER FOR SALE CHEAP.

The engine and boiler just taken out of the yacht Calumet, built by Clute Brothers, Schenectady, in 1881. Engine 11x12 cylinder with cut off. Both warranted in first class order. Pony pump, heater, Hancock inspirator, fine whistle, two patent pop valves, copper exhaust pipe, smoke stack, boiler covered with asbestos cloth, and Russian iron jacket with brass bands. Complete rig. Price \$1250. Apply to WM. W. ANGEL, Clayton, N. Y.

MARITIME LAW.

LIGHTERMEN — DELIVERING OF GOODS — NEGLIGENCE — DAMAGE TO CARGO.
Circuit Court Eastern District of New York.
Wallace, J.

The libellant's tobacco was injured while being carried from the Caballeria wharf, Havana to the steamship on a lighter belonging to Mendez & Company. The questions in controversy are, first, whether the accident was occasioned by the negligence of the lighter or by a peril of the sea, and, secondly, whether the steamship is responsible for the negligence of the lighter.

As to the first question, the case for the libellant is so plain as to be almost free from doubt. Three hundred and ninety-nine bales of tobacco, very dry and slippery, were taken on board by the lighter to be carried about a half mile from the wharf to the steamship lying in the harbor. They were piled in six tiers, three of which were above the gunwale and extended eight or nine feet above, and were wholly unprotected. As the lighter proceeded under sail she encountered a slight puff of wind which caused her to careen slightly and eighty-six bales slipped off into the water. The fact that nearly a quarter of the cargo slid off into the sea when the lighter "only tipped a little," (to quote the testimony of one of her owners,) is of itself enough to indicate that there was negligence of the rankest kind either in putting on board much more cargo than could be safely carried on the lighter or in failing to protect the bales by proper lashing. An attempt is made in defence of those in charge of the lighter to show that the cargo was loaded in the customary way practiced in Havana as to quantity and as to the means for securing the cargo. This defense succeeded in the district court, no evidence having been introduced there on the part of the libellant to controvert the alleged usage. If this usage was shown to prevail it would prove that the lightermen of Havana are habitually careless and reckless in the conduct of their business; and it would seem incredible that an intelligent community would tolerate, much less sanction as an established usage, the practice of loading valuable cargoes in such a way that whenever the vessel meets a passing breeze a large part of the cargo is liable to be lost overboard. Slight evidence ought to suffice to overthrow the existence of such a usage. Evidence has been introduced upon this appeal which satisfactorily shows that the cargo was piled upon the lighter excessively high; that in such a trim it could only be transported safely by a lighter not under sail but in tow of a tug; and that it is customary at Havana to protect such a cargo by lashing the bales to the lighter.

The more debatable question is whether the lighter, while transporting the libellant's tobacco, was in the service of the steamship so that delivery of the cargo to the lighter was a delivery to the steamer. The libel alleges that the libellants on the 10th day of March, 1882, caused 399 bales of tobacco to be delivered to the steamer Havana for transportation to the Port of New York, in good order and condition; that thereafter the steamer issued a bill of lading to the libellants, agreeing to convey the tobacco to the City of New York and deliver it to the libellants in like good order and condition; and that there was a breach of the agreement in that 86 of these bales were therefore delivered to the libellants in a damaged and nearly worthless condition. The answer admits that while the steamer was lying in the port at Havana there were delivered to the said steamer for transportation to New York 399 bales of tobacco and that thereafter the agents of the steamer issued on behalf of the steamer a bill of lading therefore to which reference is made for the contents thereof. The answer then alleges affirmatively that before the tobacco was delivered to said steamer, and while the same was in transit from the shore to the steamer 86 bales were damaged by a peril of the sea or otherwise, and that thereafter the bill of lading referred to was delivered, in which by an oversight or mistake the injury to said 86 bales was not specified, and that such fact was known to the libellants when they received the bill of lading.

The proofs show that on the morning of March 10th, 1882, the libellants, through their agents at Havana, applied at the office of Todd, Hidalgo & Company, the agents for the owners of the line of steamships of which the City of Alexandria was one, for transportation of 399 bales of tobacco to New York. The steamers of the line never come up to the wharves at Havana, but lie at anchor about half a mile from the Caballeria wharf, and all merchandise is taken to them by lighters. Persons desiring to make shipment by the line apply to the office of

the agents, and the agents, if the application is assented to, issue to the shipper a shipping order consisting of two parts, one part containing an order addressed to the purser of the steamer to receive the goods, the other containing a form of receipt to be signed by him upon receiving the goods. Mr. Todd, of Todd, Hidalgo & Company, was a partner at the time, and had been for many years, of the firm of Mendez & Company, which firm was the owner of a large number of lighters. For several years it had been the course of business between shippers at Havana, (including the libellant's and the agents for the steamship line, for the shippers to deliver the shipping orders received from Todd, Hidalgo & Company, to Mendez & Company, or their employees, and Mendez & Company, would sign the receipt part of the order and deliver it to the shipper, who thereupon, after delivering it to Todd, Hidalgo & Company, would receive from them a bill of lading in behalf of the steamer. Exceptionally shippers would send their merchandise on board the steamers by lighters other than those of Mendez & Company, but Mendez & Company, seemed to have been understood by the mercantile community at Havana to be the recognized lighters of the steamship company and the libellants had uniformly caused their goods to be delivered to them. The lightermen at Havana have a uniform tariff of rates and it was customary for the steamship company, when merchandise was delivered to their steamers by Mendez & Company, if lighterage had not been paid by the shipper, to pay the lighterage and add it as a distinct item to the charges to be collected, with the freight, of the consignee.

On the occasion in question the agent for the libellants after receiving the shipping order caused it to be delivered to Mendez & Company, and Mendez & Company, signed the receipt and it was delivered to the libellant's agent. This receipt acknowledged the reception on board the City of Alexandria of the 399 bales of tobacco in good order and condition. While the tobacco was being transported by the lighter from the wharf to the steamer, the 86 bales were damaged in the manner which has been stated. The same afternoon the agent of the libellant was notified of the accident. The next morning he called on Todd, Hidalgo & Company. They claimed the loss occurred by a peril of the sea, and that the libellant could recover the loss of the insurers of the cargo. They proposed to give the libellants a clean bill of lading for the 399 bales and to assist them in obtaining payment from the underwriters. The libellant's agent insisted that the libellant should be compensated for the loss, but consented to make a claim against the Switzerland Marine Insurance Company, the underwriters. Under these circumstances, Todd, Hidalgo & Company, executed the bill of lading referred to in the libel and answer, acknowledging the receipt of 399 bales upon the steamship in good order, and undertaking to deliver the same to the libellant's at New York. The libellant's did not pay the lighterage. Nothing was said about it by any of the parties, and the amount was added to the freight by the agents for the steamer on the bill of lading in the customary way. Upon the arrival of the steamer in New York, the libellants with the participation of the owners of the steamship, made a claim against the insurers. There was no representation, however, that the loss occurred after the tobacco had been actually put on board the steamer, but the fact that the tobacco was injured by falling overboard while on the lighter was stated to the insurers. The insurers repudiated liability for the loss. Thereupon this suit was brought.

If the delivery of the tobacco to the lighter was equivalent to a delivery to the owners of the steamer, the steamer is liable *in rem* notwithstanding the loss occurred before the tobacco had been actually laden on board. This proposition is not open to discussion upon the authority of *Bulky v. Naumkeag Steam Cotton Company* 24 How. 386. The only distinction in the facts between that case and this is that there the lighter was employed by the master of the vessel to transport goods to the vessel from the wharf. The loss took place by an explosion on the lighter which threw the goods into the water and subsequently the master of the vessel with knowledge of the facts signed a clean bill of lading for the whole quantity of the goods. The Supreme court held that the vessel was bound from the time of the delivery of the goods by the shipper and acceptance by the master; that the delivery to the lighterman was a delivery to the master that the transportation by the lighter to the ship was the commencement of the voyage in execution of the contract the same in law as if the

goods had been placed on board the ship instead of the lighter; and that the lighter was simply a substitute for the ship for this portion of the service.

Inasmuch as the master is but the agent for the owner of the vessel this case cannot be distinguished from the case cited, if the owners themselves authorized the libellants to deliver their goods to the lighters of Mendez & Company, and have treated such a delivery as a delivery to their steamer. It is to be observed not only that for many years the owners through their agents Todd, Hidalgo & Company, have allowed Mendez & Company, to receive goods from shippers to be taken by lighters to the steamships and sign receipts representing the goods as actually received by the steamships, but they have also allowed their agents to give bills of lading as though the goods were actually on board a specified steamship, although they were only in the custody of Mendez & Company, as lightermen. To such an extent has this practice been permitted to prevail as to give rise to a general understanding on the part of shippers dealing with them at Havana that Mendez & Company, were the authorized lightermen for the steamship line, and that goods delivered to them were in the custody of the steamship by which they were to be transported. Under such circumstances it would seem to be immaterial whether the lightermen were acting for the owners under any distinct arrangement with them, or whether the owners had any pecuniary interest in the business of the lighter. It suffices that the owners held out Mendez & Company, to the public as entrusted with authority, by them to accept the delivery of goods and receipt for the goods in behalf of the steamships, and as to those, who, like the libellants, acted upon the faith of such apparent authority, the owners are estopped from disputing the existence of the authority exercised. It would seem doubtful that after a shipper had delivered goods to Mendez & Company, pursuant to a contract with Todd, Hidalgo & Company, for their transportation by a particular steamer, had received a receipt from Mendez & Company, in behalf of the steamer, had presented that receipt to Todd, Hidalgo & Co., received a bill of lading in behalf of the steamer there would be a lien upon goods for freights in favor of the steamer, although the goods had not actually been put on board. They could not be heard to say that they had not parted with the custody of their goods and delivered them in part performance of the contract for transportation to the steamship. If so, reciprocally, there would be a lien against the vessel in behalf of the shipper for the privileges of the contract.

The special circumstances of the present case fortify the position of the libellants and place their rights upon a sound foundation. After all the facts were known, the agents for the owners recognized the delivery of the tobacco to the lighterman as a delivery to the steamship by signing the bill of lading. The answer does not challenge the authority of Todd Hidalgo & Company, to sign a clean bill of lading, but the owners having full knowledge of the facts when their answer was interposed assert in substance that the contract is not obligatory because it was made by their agents through oversight or mistake before the tobacco was delivered to the steamer. Their position upon the record is a ratification of the conduct of their agents, because they do not attempt to repudiate their oaths, but seek to excuse them by a falsehood.

The libellants are entitled to a decree with costs of this court and of the district court. Their loss seems to have been estimated in the sum of \$4,669, upon an appraisal made by the underwriters. If a decree for this sum with interest is not satisfactory to either party, there will be a reference to a commissioner to assess damages.

A Camden, N. J., man has invented and is having built an ocean tricycle. It will be made entirely of iron and steel, except a small platform where the operators will stand. The wheels will be eight feet in diameter, and will be worked by levers from the platform, which will be twenty-seven feet from the ground. The idea is to run this machine out to stranded vessels when they lie in water not over twenty feet deep. The inventor says that three miles an hour can be made with the tricycle.

The Lake Erie Boiler Works, Hammond & Coon proprietors, have recently put into their boiler shops the best and latest improved machinery for the manufacture of heavy marine boilers that can be found in the world. This firm makes a specialty of heavy marine work and can build without a fault in as short a time as any firm in the country. The four boilers now being furnished at these works for the Anchor line steamer *Susquehanna* have been pronounced by experts to be the best constructed boilers they have ever seen.

THE LAKE CARRIERS' ASSOCIATION.

Special Correspondence to the Marine Record.

BUFFALO, September 3

At a meeting of the board of managers of the Lake Carriers' Association, held at Buffalo, September 2, the following resolutions were passed:

WHEREAS, An excellent harbor of refuge on Lake Superior can be secured at Lac la Belle, Michigan, at moderate expense, by continuing improvement heretofore established there, and,

WHEREAS, There is now no good harbor of refuge anywhere on Lake Superior, and Lac la Belle would be a very desirable place for the establishment of such a harbor,

Resolved, That the board of managers of the Lake Carriers' Association urge upon congress the desirability of establishing and maintaining a harbor of refuge at Lac la Belle, Michigan, the channel from Lac la Belle to Bete Grise bay, (Lake Superior,) to be of not less than eighteen feet depth.

Resolved, That copies of this resolution be sent to the secretary of war, to the senators and representatives from the different districts represented by this board, and to other persons interested.

An act "To authorize the construction of a railroad bridge across the Sault ste. Marie river," [H. R. 6104] which passed the house of representatives July 20, 1886, and was referred by the senate July 21, to the committee on commerce, was taken up for discussion. This act authorizes the Minneapolis, Sault ste. Marie, & Atlantic railway company to build a railroad and passenger bridge across the Sault ste. Marie river, at or near the rapids. The board expressed itself as strongly opposed to the measure, as dangerous to the rapidly increasing commerce of Lake Superior, and instructed the secretary to ascertain what further action had been taken by the senate concerning the bill, and to report to the board at its next meeting.

A chart of the Detroit river, on which the boundary line between the United States and Canada had been outlined in red by the department of state, was submitted by the secretary. Any member desiring to make a tracing of this chart is at liberty to do so.

Following are the officers of the association for 1886-7:

President, S. D. Caldwell, Buffalo.
Vice Presidents, James Ash, Buffalo; Frank J. Firth, Erie; James Millen, Detroit; W. M. Egan, Chicago.
Secretary, Francis A'my, Buffalo.
Treasurer, James Carey Evans, Buffalo.
Board of Managers, Thomas Martin, Oswego, N. Y.; James Ash, Buffalo, N. Y.; W. Bullard, Gen'l Mgr. U. S. Co., Buffalo, N. Y.; S. D. Caldwell, Gen'l Mgr. W. T. Co., Buffalo, N. Y.; David Donaldson, Buffalo, N. Y.; E. T. Evans, Gen'l Mgr. L. S. T. Co., Buffalo, N. Y.; W. P. Henry, Supt. Lehigh Valley Transp. Co., Buffalo, N. Y.; Frank J. Firth, Pres. Anchor Line, Erie, Pa.; M. Bradley, Cleveland, O.; H. M. Hanna, Cleveland, O.; Thos. Wilson, Mgr. Wilson's Line, Cleveland, O.; A. W. Colton, Mgr. Wabash Lake Line, Toledo, O.; James Millen, Mgr. Detroit Trans. Co., Detroit, Mich.; Eber Ward, Mgr. Ward's D. & L. S. Line, Detroit, Mich.; James Davidson, Bay City, Mich.; Joseph Austrian, Gen. Mgr. L. M. & L. S. T. Line, Chicago, Ill.; W. M. Egan, Chicago, Ill.; Ira H. Owen, Supt. Esc. & L. M. T. Co., Chicago, Ill.; R. P. Fitzgerald, Milwaukee, Wis.; David Vance, Milwaukee, Wis.; Alex McDougall, Duluth, Minn.

Every owner, or authorized representative of an owner, of any steam or other vessel navigating the great lakes or the waters tributary thereto, if of good character and reputation, is eligible for membership in this association. The annual dues are one dollar, together with ten cents for each one hundred tons of registered vessel tonnage, and no member is liable for any further assessment or payment of any kind. For further information address the secretary, at Buffalo, New York.

An important circular has been received by the custom officials at Montreal enjoining them to use greater vigilance in enforcing the laws concerning the coasting trade between Canada and the United States. The circular also states that there being no treaty with the United States, American vessels must not be allowed to go from one Canadian port to another for cargoes, and orders the officials to take the most stringent measures to enforce these rules.

ADVERTISEMENT.

PROPOSALS FOR HARBOR IMPROVEMENTS.
UNITED STATES ENGINEER OFFICE,
336 MILWAUKEE ST., MILWAUKEE WIS.,
August 27, 1886.

SEALED PROPOSALS, in triplicate, will be received at this office until 12 o'clock noon September 14, 1886, and opened immediately thereafter in the presence of bidders for the following harbor improvements, viz:

Harbor of Refuge, Milwaukee Bay, Wis. Extension of Breakwater 350 feet (more or less), and 650 feet of superstructure on existing work.

Milwaukee Harbor, Wis. Cutting down and rebuilding of superstructure of outer section of north pier, 600 feet in length (more or less).

Racine Harbor, Wis. Cutting down and rebuilding of superstructure of outer section of south pier, 550 feet in length (more or less).

Kenosha Harbor, Wis. Cutting down and rebuilding of superstructure of inner section of south pier, 405 feet in length (more or less).

Proposals will be accompanied by a guaranty that if the bid be accepted, contract will be entered into within ten days after notice of acceptance.

For blank proposals and information, apply at this office.

The United States reserves the right to reject any or all bids.

Proposals will be indorsed on the envelope, "Proposals for Harbor of Refuge, Milwaukee Bay," or "Proposals for Harbor of Refuge, Milwaukee Bay," and addressed to CAPTAIN W. L. MARSHALL, Corps of Engineers, U. S. Army.

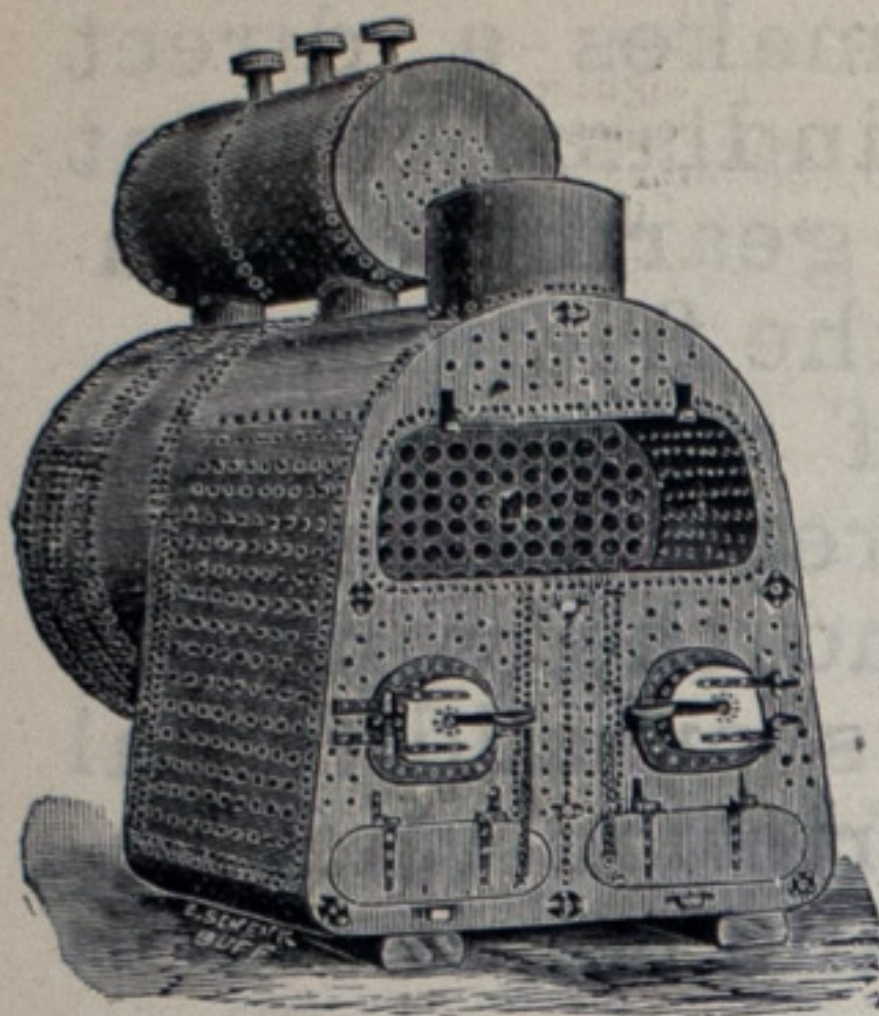
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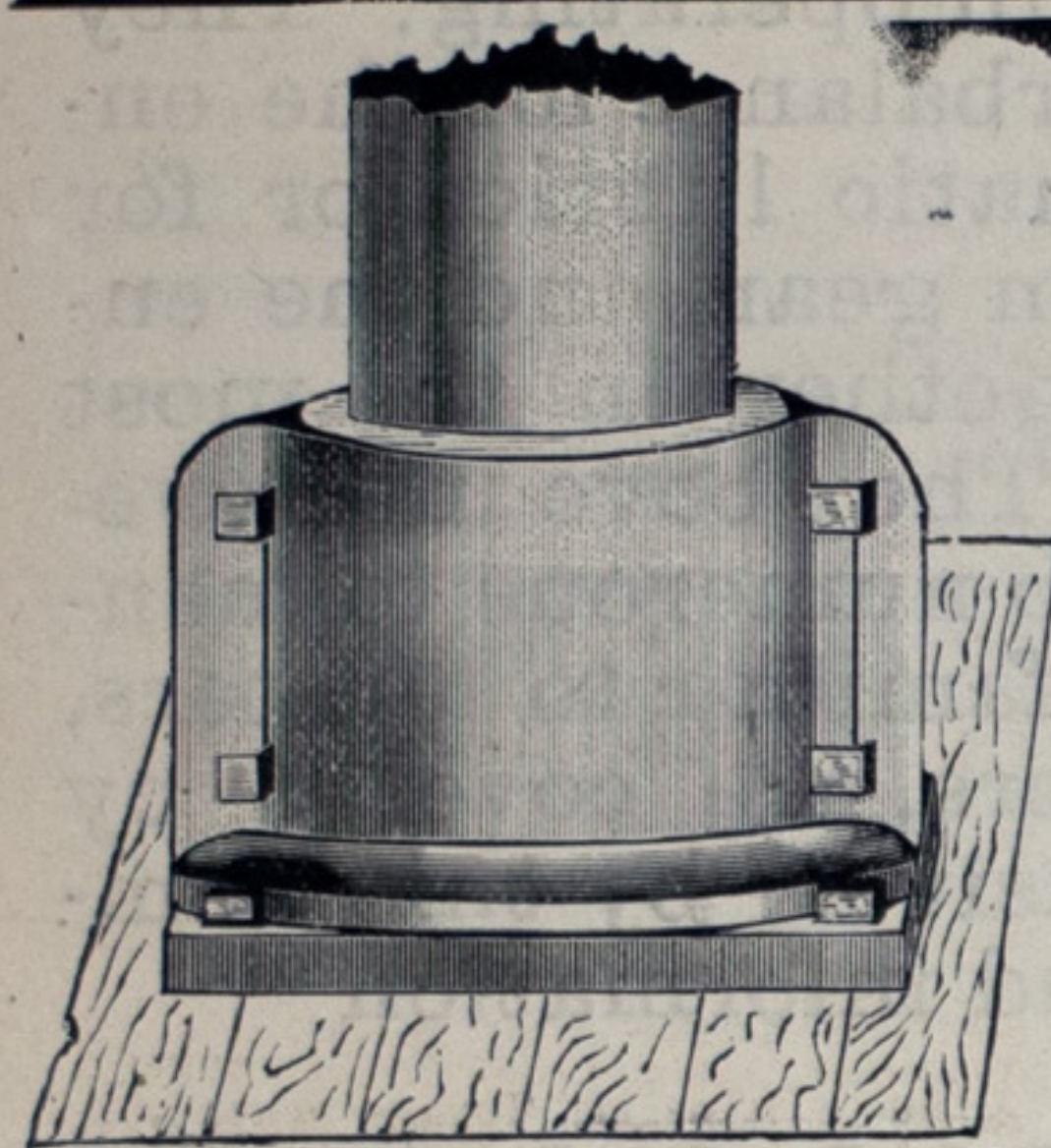


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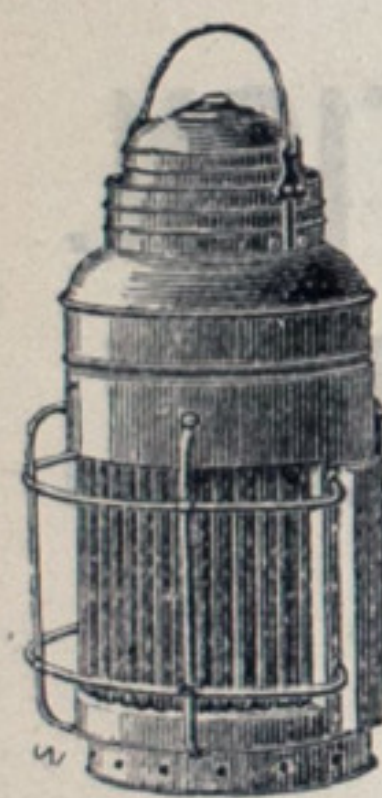
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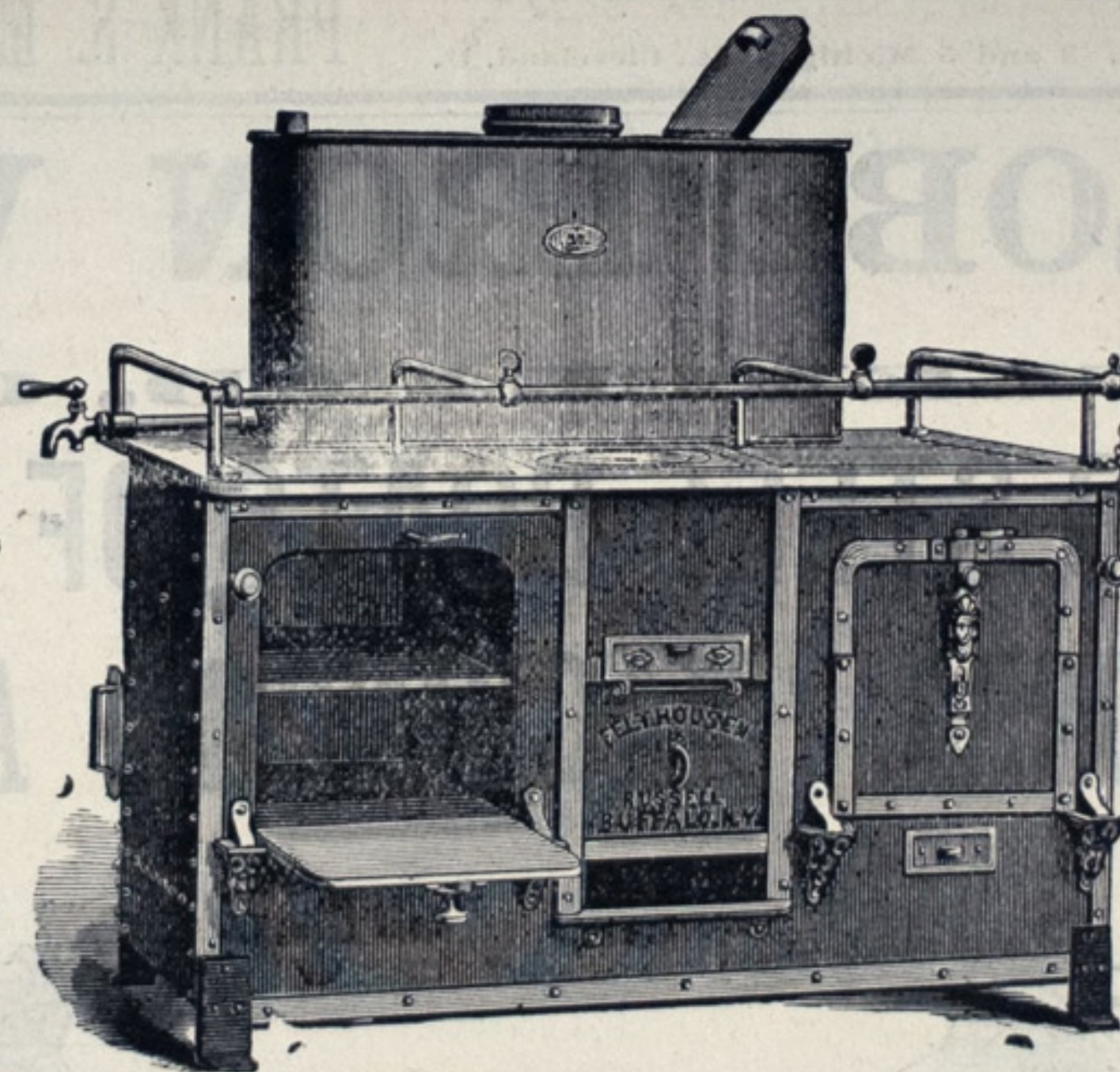
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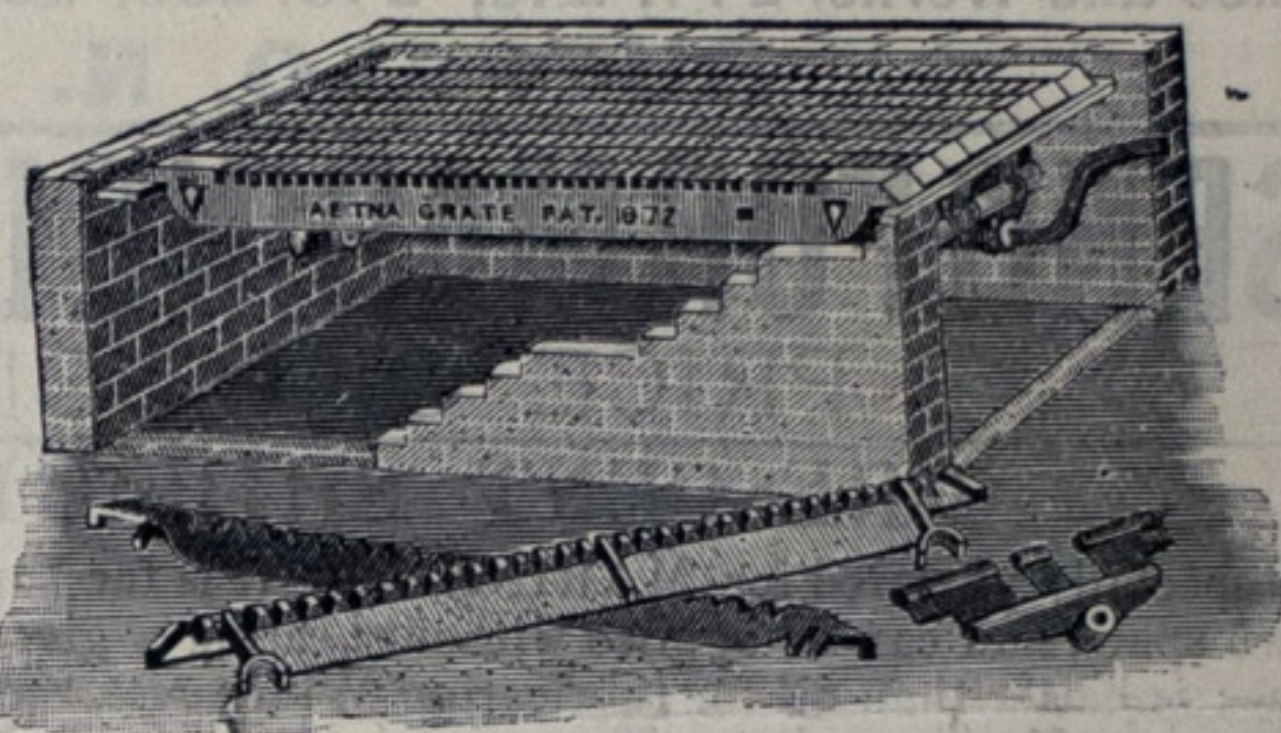
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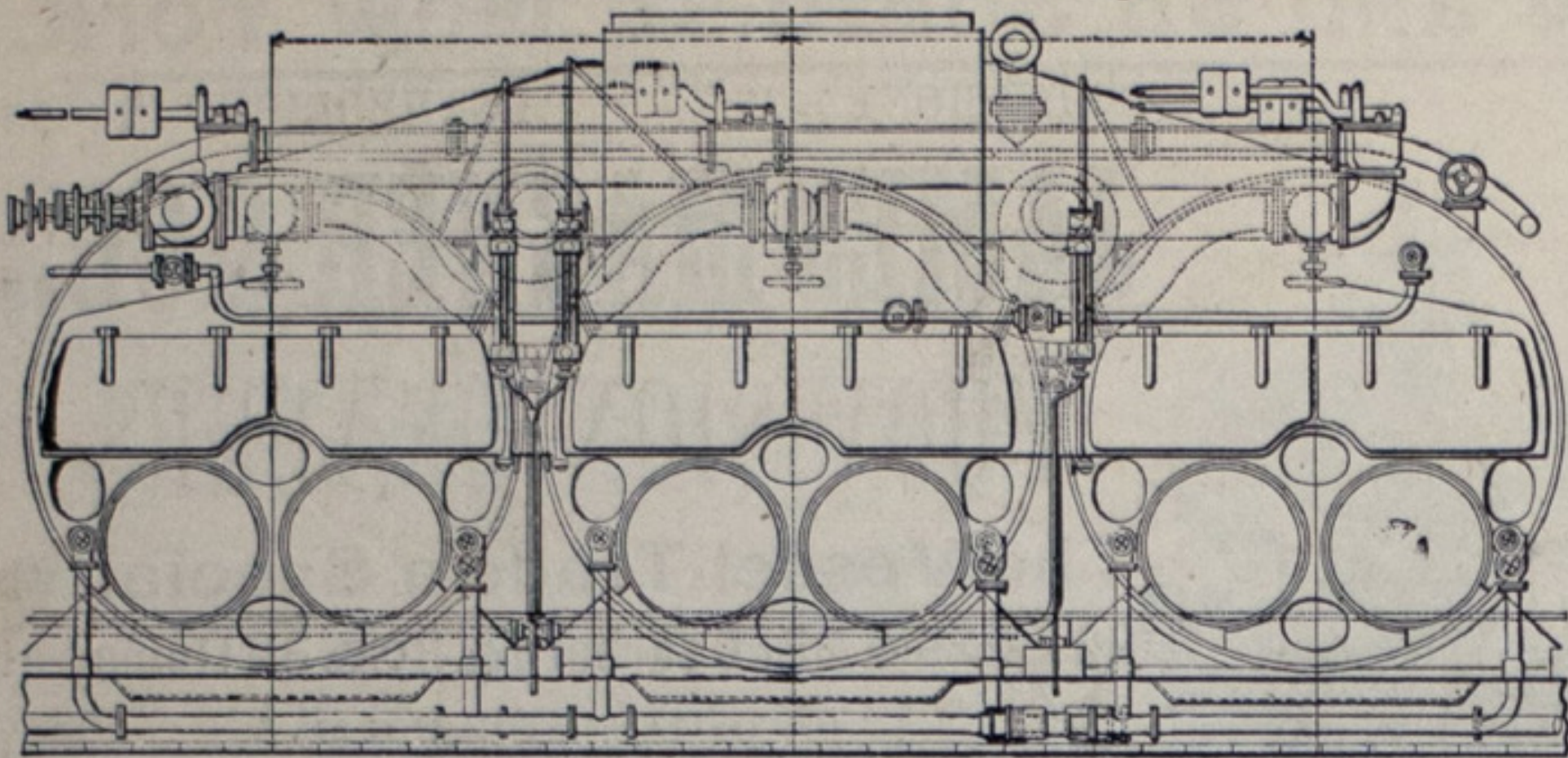
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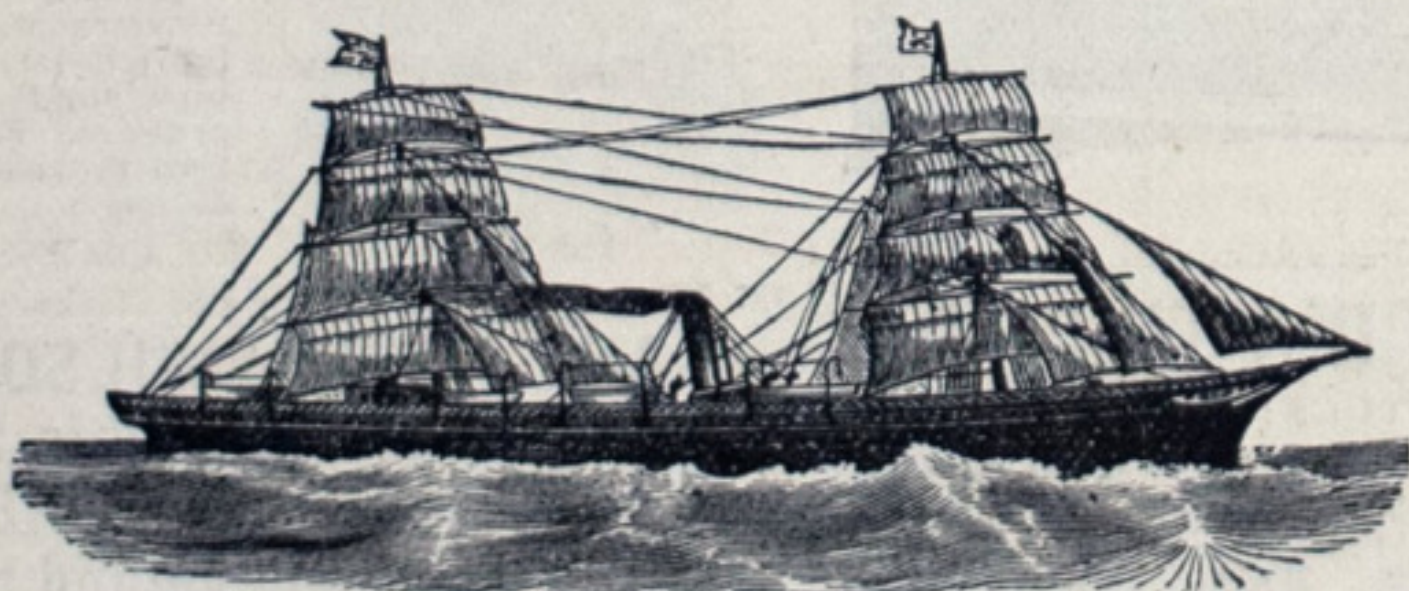
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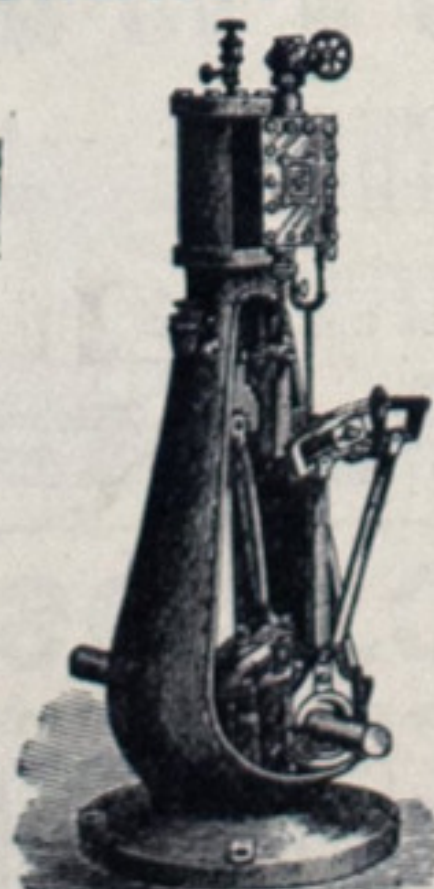
**BUILD IRON AND STEEL BOATS OF EVERY DESCRIPTION.
GENERAL FOUNDERS, MACHINISTS AND BOILER - MAKERS.**



Builders of Iron Steamers Onoko, Wm. Chisholm, J. H. Devereux, Passenger Steamer Darius Cole, Steamyacht Twilight, Iron Tugs International and Record, and steel steamer Spokane.

**HAND AND SPOOL WINDLASS,
AMAZEEN BEAM LOG WINDLASS,
Centerboard, Mast, Gipsy, Hatch
Winches,**

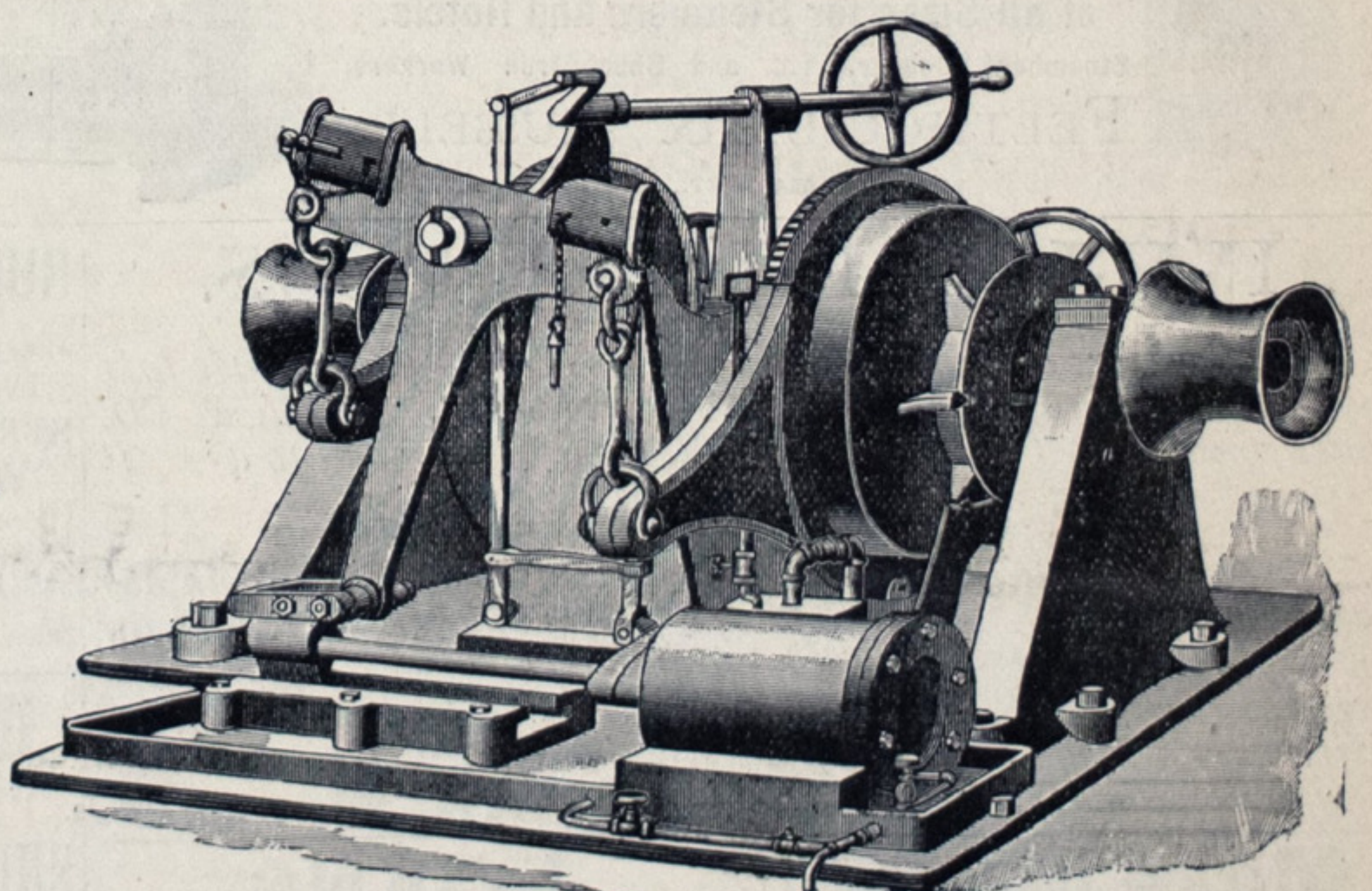
**Water Seal Stove Pipes, Chocks, Coal
Scuttles, Hawse Pipes Cleats.**



**Compound
MARINE & STATIONARY**

ENGINES.

ENGINES FROM FOUR TO FORTY H. P. KEPT ON HAND.



PATENT STEAM WINDLASS.

MARINE AND STATIONARY

BOILERS,

SMOKE STACKS,

General Plate and Sheet Iron Work